



News Briefs

New CAP-USAF vice commander

Col. Dennis Parkhurst, the former commander of the Pacific Region, has assumed responsibilities as vice commander of CAP-U.S. Air Force.

The former vice commander, Col. Robert L. Brooks, officially retires from active duty Aug. 1 and is planning to remain in the Montgomery, Ala., area.

Read more about the Colonel Parkhurst — his experiences and background — in the July issue of the *Civil Air Patrol News*.

Aircraft designer, wife dies in crash

Crews and aircraft from the Alabama Wing participated in the late-April search for veteran pilot and aircraft designer Steve Wittman, 91, of Oshkosh, Wis.

Mr. Wittman was reported missing April 28 after he and his wife, Paula, failed to arrive in Oshkosh in his home-built plane.

Sixteen planes and crews from different CAP units throughout the state participated in a search near the Bridgeport, Ala. That area was targeted because the Federal Aviation Administration received reports from different people saying they had observed a plane in difficulty. At the time, it was unclear whether that involved the missing plane.

Mr. Wittman did not file a flight plan and his aircraft had no emergency locator radio.

The wreckage was finally spotted by the pilot of an Alabama State Police helicopter April 29. The plane had crashed into a rocky bluff overlooking the Tennessee River about 5 miles from the Bridgeport Airport.

Dennis Flowers, operations director for the Alabama Wing, and members of the Jackson County Rescue Squad repelled over the face of the bluff to where the wreckage was wedged. The Wittmans did not survive the crash.

Evidence at the crash site and surrounding area suggested the plane may have sustained structural damage while in flight which led to a loss of control and the ensuing crash. The plane was a high-wing, fabric covered, two-seat airplane designed and built by Wittman.

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CAP fights proposed \$5M budget cut; leadership working at highest levels

SASC subcommittee reconsiders cutting CAP from DoD budget

The Senate Armed Services Readiness Subcommittee, chaired by Arizona Sen. John McCain, has reconsidered its original recommendation to cut the Civil Air Patrol completely out of the Defense Department's fiscal 1996 budget and is now recommending a \$5 million reduction.

According to a June 12 news release issued by Senator McCain, he is concerned about the burden nondefense and lower-priority military programs place on an already inadequate military budget. As a result, he now wants to "reduce the CAP budget by \$5 million; less than the GAO's (General Accounting Office) recommendation." (At this time, CAP is unaware of the GAO's report).

On June 7, information reached CAP officials that the senator was considering the elimination of CAP's funding from the DoD readiness budget. If this were to occur, Civil Air Patrol's programs and services to America could cease to exist.

It now appears upon further review of CAP's roll, Senator McCain is recommending the reduction in,

rather than total elimination of the budget request. However, CAP officials continue to believe the senator's posture is based upon some confusion and misunderstanding of the CAP-U.S. Air Force budget request. As CAP already operates in a very efficient manner, it cannot fully perform its congressionally assigned charter tasks without its full request.

According to CAP's national commander, this reduction would be disastrous. "It could possibly kill the CAP program and deprive the Air Force and country of a vital service," stated Brig. Gen. Richard L. Anderson.

Of the total requested funding for fiscal 1996, CAP's request represents only 58 percent of the total \$27.5 million budget. From this amount, CAP operates all aspects of its mission (search & rescue, cadet programs, aerospace education and the counter drug program). This also includes a National Headquarters staff of less than 200 people administering the 1,600

See **Budget ...** Page 4

Plans for National Board Meeting going well

Civil Air Patrol's 1995 National Board Meeting will be held Aug. 17-19 at the Washington Sheraton Hotel in Washington, D.C., and according to senior leaders, the expectation is that attendees will have a great deal to get excited about.

"Our goal is for everyone who attends this national board meeting to leave Washington, D.C., more excited about serving in CAP than when they arrived," said CAP National Commander Brig. Gen. Richard L. Anderson. "We have the widest selection of guest speakers and seminars than we have had in years."

"We really will have something to offer every member," added CAP Executive Director Col. Paul J. Albano Sr.

According to Don R. Rowland, CAP's national board meeting project officer and director of Plans

National Board Meeting Agenda & Registration Forms Pages 14-15

and Requirements at National Headquarters, the hotel is situated in an ideal location. "The Washington Sheraton is in the heart of the D.C. district, about four blocks from the National Zoo and only about a half block to the city's renowned Metro subway service."

Within 10 minutes on the Metro, people can be on the Mall, visiting the national museums and monuments, or tour the National Air and Space Museum. Fifteen minutes and a short walk from the Metro stop and people can be in

Georgetown sitting in one of the area's famous outdoor restaurants along the Potomac River.

Airlift to the board meeting will be provided by the U.S. Air Force and "should be plentiful this year" according to Mr. Rowland. The arrival days will be Wednesday and Thursday of that week.

The board meeting kicks off Aug. 17 with the National Board Session from 8 a.m. to 5 p.m. The day will open with a meet-and-greet coffee at 7 a.m. In addition, exhibits will be open and registration will continue all day.

A no-host reception will be held that evening in the Sheraton's Exhibition Hall. The reception will be a great opportunity to meet and greet the attendees from across the country.

See **Board ...** Page 4



Photo by Gene Sinner

Flight encampment

Left to right, Cadet SSgt. Christopher Petrullo, Col. Edward Lewis, Pacific Region vice commander, and Cadet TSgt. Adaryl Wakefield preflight a C-172 before takeoff. The three Civil Air Patrol members attended the first of four national flight encampments in Oshkosh, Wis., from June 4-16. More than 170 CAP cadets and senior members are scheduled to participate in the summer encampments at Oshkosh. See the special flight encampment feature in the August CAP News.

NEC meets at Maxwell AFB



Photo by Gene Sinner

CAP Executive Director Col. Paul J. Albano Sr. (standing) looks over the National Executive Committee agenda items with (from left) CAP-U.S. Air Force Commander Col. Garland W. Padgett Jr., CAP National Commander Brig. Gen. Richard L. Anderson, CAP National Vice Commander Col. Paul M. Bergman, and CAP National Chief of Staff Col. James C. Bobick. The 15-member NEC gathered at Maxwell AFB May 11-13 and accepted the Finance Committee report and recommended the budget be submitted for approval before the national board. The council also accepted and recommended for approval the report from the Uniform Committee.

CAP involved in Oshkosh fly-in

This year the Civil Air Patrol will be proudly displaying aircraft at the 43rd Experimental Aircraft Association Fly-In Convention July 27-Aug. 2 at the Wittman Regional Airport in Oshkosh, Wis.

Display aircraft on recognition row will include ones that flew on submarine patrols back in the dark early days of World War II, when America's losses of merchant ships — even within sight of this country's shores — were very heavy.

These aircraft — some restored to their original colors — with unit markings and dummy bombs, will be tied down at the special Fairchild aircraft fly-in area at Oshkosh '95.

They will probably be the oldest war birds on the field and all were flown by civilians in those early days.

In addition, CAP will have booths and stands at several points at Oshkosh this year providing all of the details about CAP and its future.

Detailed information for the fly-in is now available through a fax-on-demand system. The new system will save time for those requesting information on highlights, housing, transportation, admission prices and much more.

The EAA OSHKOSH fax-on-demand system will allow instant access 24 hours a day to convention information. It will also feature the convention's highlights during and after the event.

To access the fax-on-demand system, call (402) 220-2073 from any touch-tone telephone.

The system will be available through Sept. 1.

Missouri Wing cadets work Kansas City V-E Day celebration

Capt. Gary W. Gregory
Public Affairs Officer
Richards-Gebaur Composite Squadron

In 1945, the Allies were celebrating a victory in Europe while keeping up the fight in the Pacific. The Civil Air Patrol, only four years old, was remaining vigilant on the home front.

Young men such as Edward Rychlec, of Kansas City, Kan., were joining other teenaged volunteers in the Army Air Corps - Civil Air Patrol, prior to military enlistment.

From May 5-7, a 50-year full circle was completed in Kansas City, Mo., as the city celebrated V-E Day festivities.

Members of the Harry S Truman, Northland and Richards-Gebaur composite squadrons assisted with flightline management, crowd control, aircraft security and CAP recruiting at the Kansas City Downtown Airport.

Cadet members from Charles R. Long Composite Squadron served in a color guard as part of 150-unit parade made up of military members, veterans and civilians.

Maj. John Rockey, commander of the Harry S Truman Composite Squadron of Independence, Mo., related that about every third person passing the National CAP Public Affairs booth in the terminal at the Kansas City Municipal Airport would relate how a friend, family-member or they, themselves, were CAP members during World War II.

It was during one such visit that Edward Rychlec stopped and spoke with Capt. Gary Gregory and cadets Derek Louthain and Adam Teer, of the Richards-Gebaur Composite Squadron, about the 12 months he spent as a cadet in the Kansas Squadron #751.

In fact, Mr. Rychlec presented his CAPF 91-4, Army Air Corps govern-

ment identification card (with photo) while talking about his experiences.

An estimated 50,000 people visited the various displays during the three-day event looking at old uniforms, nose art and unit pictures.

Vintage aircraft from Stinsons to L-2s, Texans to T-34s, P-38s to P-51s and C-46s to B-29s were available for viewing and, for some, to charter rides. Fly overs by a B-2 bomber, an F-117 Stealth Fighter and four A-10 Thunderbolts from Whiteman Air Force Base, Miss., were also featured.

Historically, the Midwest provided many colorful parts to World War II. Harry S. Truman, of Independence, Mo., had recently become president (later to sign the public law making CAP a corporation and an Air Force Auxiliary; Dwight D. Eisenhower, from Abilene, Ks., was commander in Europe; and Lt. George S. Whiteman was the only pilot to get airborne and then shot down at Pearl Harbor.

The end of the war came with the release of the atomic bomb on Japan from the Enola Gay, a B-29 in the 509th Bomb Group. The 509th Bomb Wing (formerly Group) is based at Whiteman AFB and flies the bat-wing B-2.

The cadets and senior members received special treatment throughout the course of their duties by pilots and crews of the Confederate Air Force and Experimental Aviation Association with personalized tours of such aircraft as the B-25 Mitchell bomber, C-46, Super Constellation, B-17 Liberator and B-29 Super Fortress.

"It makes the material on history in the aerospace books easier to understand, but it wasn't an easy time, then, either," said Cadet Brian Watling.

"I don't think people back then thought of these (vintage) aircraft as being as cool as we do, today," stated Cadet Derek Louthain.

Maryland Wing search team locates ELT; state police hold three on \$10,000 bond

At 5 a.m. Maj. Robin Vest received a call at her home in Columbia, Md., from the Air Force at Langley AFB, Va.

As a qualified mission coordinator, she was asked to find and silence a marine emergency locator transmitter that had been reported stolen and was intermittently transmitting.

The source, according to satellite data, was somewhere on the Delmarva Peninsula, a 214-mile long strip of land between the Chesapeake Bay and the Atlantic Ocean. The northern part is the State of Delaware. In the middle is the Eastern Shore of Maryland and the southern tip is part of Virginia.

Major Vest called 1Lt. Pam Green, of Deal Island on the Eastern Shore, at about 5:15 a.m. She was asked to form a ground search team to locate the device. Instructions were not to track the device until the team had contacted the Maryland State Police.

A rendezvous was set up for the police station in Pocomoke City, Md., about 5 miles north of the Virginia state line. But no state troopers could be seen when

the team, which had formed at the hangar in Salisbury, Md., arrived at Pocomoke in the van.

Representing the Wicomico Squadron were Lieutenant Green and cadets Eric Tiso, Steve Austin, Jason Harrison, Justin Green, Aaron Kleiman and Richard Robles.

Finally, after about an hour of waiting, Trooper First Class J. D. Bozman, of the Princess Anne barracks, noticed the van and the uniformed group that was near it. He stopped to see what was going on. It took some doing to convince the skeptical lawman that our team, led by a petite 5-foot-4-inch woman with young people ranging in age from 13 to 18, wasn't out there for fun and games.

More time was spent getting authorization for the trooper to work with the ground team.

Meanwhile, back in Salisbury, a group of shade-tree mechanics were preparing to move the fuselage of a Piper PA 22 aircraft on a trailer to a location just south of the Maryland-Virginia line called Captain's Cove. The plane had an

ELT and nobody thought to turn it off prior to transport.

The mission coordinator was on the western shore, nearly 100 miles away. An aircraft and crew were launched to circle the area at 7,000 feet where it would be in contact with both the ground team and mission base.

As the trailered aircraft reached its destination a bump in the road set the ELT off — passing less than a half mile from the ground team.

The search plane was flown by Capt. Bob Chango with 2nd Lt. Elliott Corn in the right seat. They started a methodical search to locate the source of the signal. Finally they were able to use the direction-finding equipment in the plane to locate the source of the ELT signal in Captain's Cove, a restricted community just south of the Virginia state line.

The ground team made the long drive down to the area, acquired the signal, but again were forced to wait. The guard at the entrance to the development would not give them permission to enter the property.

Calls to the Accomack County Sheriff's Department and the Virginia State Police proved fruitless and frustrating. It wasn't until Major Vest asked the Air Force people to help, that a call was placed to the Virginia State Police and, about 10 minutes later, a trooper showed up.

Once inside the gate, the ground team made short work of locating the ELT on the second floor of a rooming house and silencing it.

As a result, three people were held on \$10,000 bond and two more were still being sought. A previously skeptical state trooper was heard to comment, "Just like Star Wars."

The air crew, which had returned to Salisbury for fuel, came back to relay the information back to mission base. Finally, the ground team started the long trip home. The van was out for more than 10 hours. It logged 157 miles.

The airplane spent 5.3 hours in the air. By the time Mission Coordinator Vest closed out the mission, 13 hours had passed.

150 CAP cadets participate in National Youth Leadership Forum

One hundred and fifty Civil Air Patrol cadets participated in three recent National Youth Leadership Forums on Security and Defense held in Washington, D.C. this spring.

Forum participants spent one week in the nation's capital with access to a variety of defense-related activities not available to the public and were exposed to many high-level speakers.

One activity was a half-day visit at the National War College where students sponsor seminars specifically for forum participants and host a lunch for the forum attendees. The National War College is the premier joint senior service school for all military services.

Other activities included special Pentagon tours, and visits to the Naval Academy at Annapolis, Capitol Hill, and other defense-related points of interest in the Washington, D.C., area.

In all cases, forum presentations are designed specifically for forum participants who are given the opportunity throughout the forum to ask questions and seek information on careers in security and defense.

Forum participants are identified through high school

interest surveys and membership in defense-related organizations such as the Sea Cadets, Air Force JROTC programs and CAP. Because of the complexity of subject matter covered and the high visibility of the youth involved, only those students recommended by their unit commanders with an aca-



CAP National Vice Commander Col. Paul M. Bergman talks with Adm. William J. Crowe Jr. (U.S. Navy Ret.) at the National Leadership Youth Forum Seminar in Washington D.C. Admiral Crowe, former chairman of the Joint Chiefs of Staff, was a keynote forum speaker.

demic grade point average of B and above are eligible for the program.

The forum contacts potential

cadet participants directly with informational packets to unit commanders.

According to Robert B. McManis, the NYLF's director of admissions, the CAP cadets attending this year were some of the forum's top attendees. In a May 8 letter to Renova Williams, director of CAP Personnel and Human Resources and developer of the joint initiative with the forum staff, Mr. McManis wrote: "We are delighted to say that the program was an overwhelming success thanks to the participation of outstanding students like yours. They were among the brightest and most promising attending the 1995 forums."

Critiques from the CAP cadets who attended this year's forum were "overwhelmingly positive" according to Ms. Williams. "Cadets rated the forum as an outstanding event and highly recommended it for other eligible cadets," she said.

CAP National Vice Commander Col. Paul M. Bergman also attended as a guest of this year's forum. Colonel Bergman agreed with the cadets' assessment of the event. "It was a stellar event—fast paced, well organized, and something the



A CAP cadet looks through the scope of a weapon on display during the National Youth Leadership Forum on Security and Defense in Washington, D.C., this spring. The cadet was one of 150 CAP cadets who took part in this year's forum. Forum participants spent one week in the nation's capital where they visited a variety of defense-related activities.

cadets will remember for a lifetime," he said.

Cadet participation was one of several membership initiatives developed by national headquarters staff to make CAP membership more meaningful. It began as a test program and was later endorsed by the National Executive Committee.

In view of the overwhelming success of the activity, Ms. Williams stated staff responsibility for the program is being transferred from the Personnel

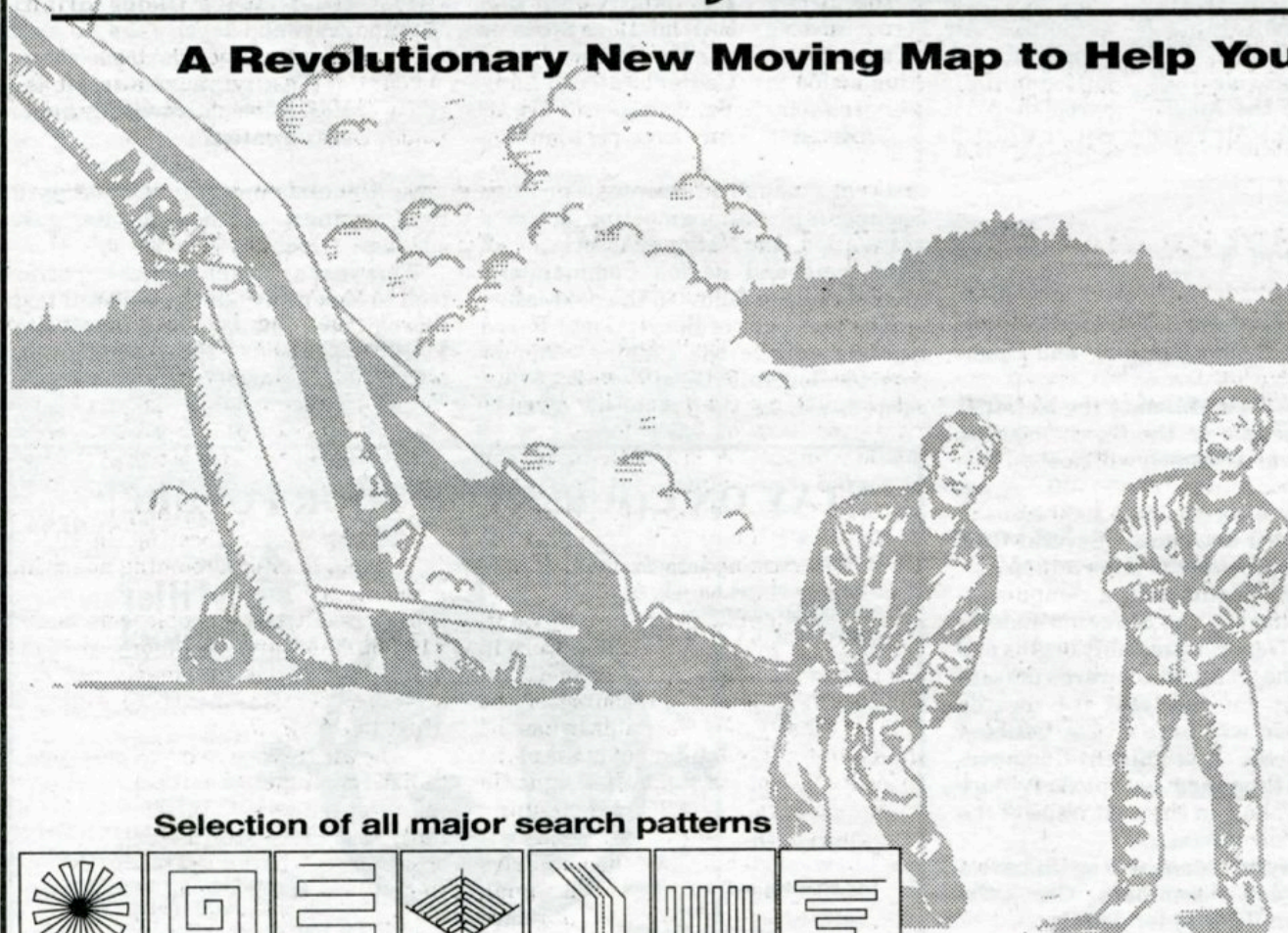
Directorate to the Cadet Programs Directorate "where the forum will be endorsed as yet another outstanding national special activity available to eligible CAP cadets."

More than 500 cadets have participated since the forum was established in 1993.

The National Youth Leadership Forum is an independent nonprofit educational organization not affiliated with or sponsored by any federal agency or the U.S. government.

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Budget ...

from Page 1

units across the United States and its 51,000 members. The remaining 42 percent of the requested budget is that of the Air Force for its operation and oversight of CAP functions.

The Air Force is tasked to provide support to the American people in a variety of areas. To do this they use our nation's citizen-airmen in the Air National Guard, Air Force Reserve and Civil Air Patrol.

According to the 1995 Air Force Issues Book "these groups make community contributions out of proportion to their numbers and stand as a shining example for us all. Last year ... they provided critical relief during earthquakes and floods in California, snowstorms in the Northeast, and floods in the Southwest. All this was accomplished while providing an unprecedented level of support to active duty forces in peacetime operations around the globe."

The reductions in the DoD budget is the very reason that CAP should remain in the budget, according to General Anderson. "To replace the Air Force assigned services provided by CAP with Air Force personnel would cost more than triple the \$28 million currently allocated to CAP," the general stated.

Senior Air Force leaders throughout the nation are supporting CAP on the premise that it is a vital element in the Air Force equation of Active, Guard, Reserve, and Auxiliary forces.

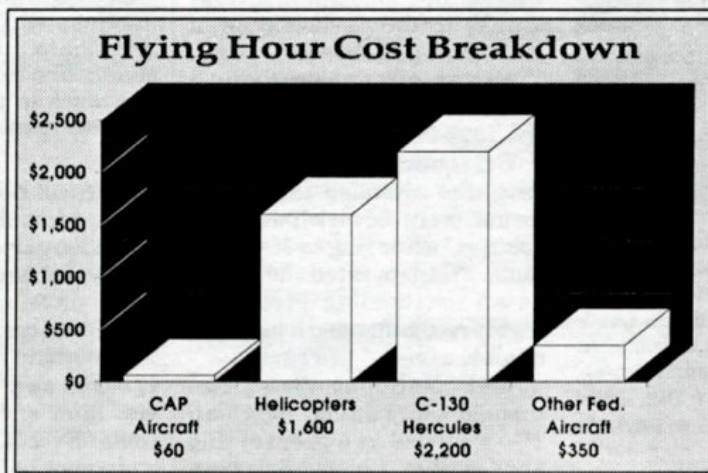
In 1994, CAP volunteers flew more than 10,000 hours in support of Air Force-assigned search and rescue, disaster relief, and other emergency services missions. However, CAPs

operational contributions do not stop at just flying SAR missions. During this same time frame, CAP pilots also flew more than 34,000 hours for counter drug efforts authorized by the Air Force in support of the U. S. Customs Service, Drug Enforcement Administration, U. S. Forest Service, and many other federal, state, and local law enforcement agencies in an effort to help stem the flow of drugs into the United States. Although laws preclude the military from becoming involved in law enforcement activities, CAPs involvement in the nation's counterdrug effort has been limited to aerial reconnaissance, airborne communications support and transportation. Even so, CAP's involvement has saved the American taxpayers more than \$52 million in 1994.

In addition to supporting Air Force SAR and counterdrug efforts, CAP volunteers fly a variety of other vital missions for the Air Force, including low-level safety survey flights over routes flown by Air Force tactical aircraft and orientation flights for Air Force ROTC students to enhance their training and entry into the Air Force. All of these missions provide a significant savings to the American taxpayer and the Air Force

since they are provided by CAP volunteers, not active duty Air Force personnel.

According to Col. Robert V. Payton, director of CAP's Marketing and Public Relations Directorate, CAP missions mean significant savings to American taxpayers. "CAP aircraft fly at a cost of \$60 per hour versus a cost of \$1,600 per hour for a CH-60 Air Force helicopter or \$2,200 per hour for an Air Force C-130 Hercules aircraft. The amount of money saved by the Ameri-



can taxpayer when CAP flies 44,000 hours in support of Air Force and other federal agency missions is quite significant. If this funding goes away, it most likely will be the individual states responsibility to fly and pay for these search missions."

CAP was designated an Air Force Auxiliary in 1948 by 10 USC 9441 which specifically authorizes Air Force funding support for CAP. The subcommittee initiating this action is part of the Armed Services Committee which has approved five

amendments since 1984 to the 1948 law, all of which further enhanced Air Force support for CAP to perform its mission.

Letter writing campaign

The following is letter prepared by CAP's senior leaders. Please write to your state's representatives in Washington, D.C., as soon as possible and paraphrase from this letter.

Dear Senator ...

This letter is being written on behalf of the 51,000 CAP members, including some 5,000 pilots who proudly wear the Air Force-style uniform. It has been reported that the Senate Armed Services Readiness Subcommittee is considering a recommendation to reduce CAP's FY 96 O&M funding on the basis that it is a low-priority, nondefense program.

We strongly urge CAP's funding not be reduced.

CAP's National Headquarters is located at Maxwell AFB, Ala., under the jurisdiction of Air University and AETC at Randolph AFB, Texas. The Air Force is designated as the executive agency responsible for conducting the National SAR Plan and fulfills this responsibility mostly through CAP which as its auxiliary performs over 85 percent of all inland air search and rescue in this country each year. CAP's SAR missions are tasked by the Air Force Rescue and Recovery Center located at Langley AFB, Va., and operated by active duty Air Force personnel.

On SAR missions, CAP aircraft are frequently supplemented by active duty Air Force C-130s or military helicopters. On rare occasions CAP has flown SARs for Air Force aircraft. It is emphasized that CAP participates as an Air Force asset in SAR missions tasked by AFRCC.

CAP performs a variety of other missions for the Air Force including low level safety surveys over routes flown by Air Force tactical aircraft. CAP now flies AFOTC students on orientation flights to enhance their training and entry into the Air Force. CAP also helps train tomorrow's Air Force leaders since 10% of each entry class in the Air Force Academy has had CAP cadet training. There are many other missions and activities performed by CAP, including extensive counterdrug reconnaissance missions.

The law which designates CAP as the auxiliary of the Air Force also designates CAP as an instrumentality of the United States while serving on Air Force missions and provides liability coverage.

Under 5 USC 8141, CAP members are covered for Federal Employees Compensation Act benefits if injured or killed on Air Force authorized missions. These liability and workers compensation coverages are available to CAP and its members only on Air Force authorized missions and are essential for CAP to perform its missions.

A significant reduction of an already shoestring budget would be inappropriate since it could literally kill the CAP program and deprive the Air Force and country of a vital service.

We urge your favorable consideration of this vitally important matter.

Board ...

from Page 1

Dinner that evening will be an individual event, with plenty of restaurants from which to choose. Many of them just outside of the Sheraton Hotel. Restaurants include Italian, French, Indian, Greek, Lebanese and an English Pub just across the street from the Metro stop.

Friday morning starts with a complimentary continental breakfast in the Sheraton Exhibition Hall.

General Assembly begins at 8 a.m. with a selection of military marches performed by the Air Force Ceremonial Band. Following opening remarks by General Anderson, your new National staff will present the goals and objectives of their directorate. Guest speakers will follow until about noon.

Lunch will be on an individual basis. The hotel will have quick "take-away" lunches available or you can try the several sandwich shops across the street from the hotel. The afternoon offers a wide selection of seminars: Aerospace Education, Cadet Programs, Check Pilot, Communications, FECA, Finance,

Logistics, Team Work Towards Quality, Personnel, Senior Training and Chaplain.

The newest addition to the National Board schedule is the Town meeting that General Anderson will host on Friday afternoon from 1530-1700. A no-host reception from 1800-2000 end the days planned activities. Several CAP bands will provide the entertainment.

Saturday begins with a complimentary breakfast in the Sheraton Exhibition Hall. General Assembly begins at 8 a.m. and the traditional awards presentation day; but this year the awards presentation will have a new, updated "snappy" look. A prominent Congressman plans to be our guest speaker. More details to follow in the next issue of the *Civil Air Patrol News*.

Saturday afternoon will again have a wide selection of seminars. Check the schedule on Page 14 for details.

Spaatz Associates plans to meet again this year. Capt. Elizabeth Dunn says she hopes to build on the momentum that Lt. Col. Blascovich generated at

last year's inaugural meeting. Col. Dave Spenner is planning a meeting for a new association, The National Association of Past Wing and Region Commanders. More details to follow in the next issue.

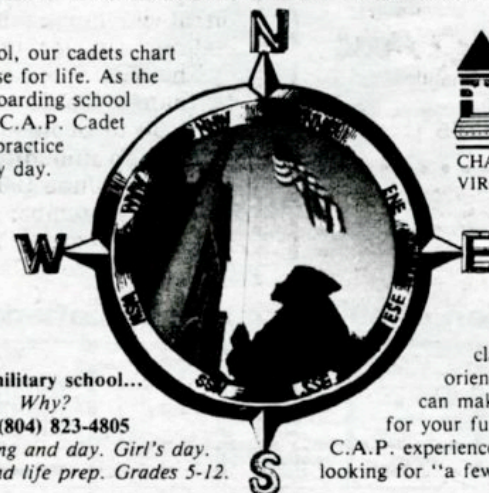
The highlight of the National Board meeting will be the evening banquet Aug. 18. Gen. Russ Dougherty, Air Force retired, will be the master of ceremony.

nies. General Anderson is making the final arrangement now for the guest speaker.

This year's chicken dinner is guaranteed to look unusual, but will still taste like chicken. The Air Force Band "High Flight" will provide entertainment and provide dance music.

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'We need to see our youth as a resource'

The Civil Air Patrol has its origins with the beginning of World War II. Organized just 6 days prior to the attack on Pearl Harbor, CAP found itself immediately on the cutting edge of service to country in the midst of war.

The very survival of democracy, as we know it, depended largely on our citizens working together to achieve the goal of defeating the enemy on two fronts—in Europe and in the Pacific. Freedom loving people in the United States and around the world were united in the elimination of those who were threatening freedom's existence.

The founders of the CAP movement had keen insight as to what civilians could do to support their nation in that

particular moment in history. The challenge was before them.

What they found were volunteer Americans full of resolve and patriotism

Kretzman. Know matter who you are you have something to offer CAP which will make it greater and stronger than it is today.



From The Top

Chaplain (Col.)
David R. VanHorn
Chief of Chaplains

✦ A gift is not a gift until it is given away. The leadership of CAP knows that no one is going to be safe from giving of their gifts in CAP. In fact, the gifts of the most vulnerable can be the most powerful.

✦ We are all about building an organization that cares. In other words,

to meet this time of despair and challenge. These volunteers were full of determination and motivation to assist in anyway possible in giving America the strength to overcome this aggressive evil.

History will tell you that the CAP volunteers proved, over and over again, their usefulness and high degree of skill. You know the rest of the story ...

This spring and summer our nation and her veterans will mark the occasion of the 50th anniversary of the ending of that great war. The entire nation will pay tribute and recall the ending of that chapter of history; the event that would forever change the course of our nation and her people's lives.

We indeed walked away from World War II with altered values and morals that would shape and influence generations to come. CAP and her members will not forget.

History changes. We change. And as we reshape our CAP there is a challenge before us. We must go back to what we know.

As we remodel and redesign CAP, going back to the basics is essential to our influencing the future.

✦ I believe that every person in CAP is gifted and has something to offer. "I have never met a person yet who does not have a gift," said Dr. John P.

let us mobilize what we have rather than focusing on what we don't have. (Does that sound familiar, troops?). Our hope for being viable in the future doesn't come from Washington, D.C., or National Headquarters at Maxwell AFB, Ala. It comes from the people within our organization, stretching their imaginations and skills and resources; doing it better, faster, and more efficiently. Our CAP will be rebuilt from the squadron level up.

We have no choice to go back and rediscover what problems are appropriate to be solved from within the organization. These are the problems of humans.

"You will never be an excellent organization if you rely on someone else to do it. You will never have a well, highly-trained group of dedicated volunteers if you only rely on headquarters to do it."

It is like you will never be healthy if you rely only on the health/medical professionals to make you well.

And one more thought. There is no such thing as apathy. I do not believe in apathy. People who appear apathetic have had their hope squashed. They feel they can not change the shape of the future. The very core of their humanness has been damaged. Let us build on the idea of their giftedness and fullness and see what will happen.

Our cadet program is so important to the core of CAP, I want to share some thoughts (at random) concerning our youth:

We will tell too many of our youth, "You have nothing to give." Rather, we need to see our youth as a resource.

This is the first generation in our society to define young people as universally useless. (Don't believe that for one moment.)

Sometime the most important thing we ask our young people to do is to take out the trash, if even that. (The youth I have been associated with are truly smart, caring, intelligent people.)

What would happen to Civil Air Patrol if we looked at our cadets as genuine treasures? I think we would move from scarcity to abundance.

There are always more gifts there than you think! And, if you ask, you will get more than you ever expected.

Dr. Daryl Hobbs said, "You can't learn values without an opportunity to be of value."

"History changes. We change. And, as we reshape our CAP, there is a challenge before us. We must go back to what we know."

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Accounting changes have major impact on all units

Three recent accounting developments have had a significant impact on the methods and procedures used by the regions, wings, and units below wing level.

Changes in the fiscal year for 1995 and the reporting standard changes under Financial Accounting Standards Board Statement Numbers 116 and 117, the Office of Management and Budget circular A-133 have an impact on the changing environment of financial reporting for the Civil Air Patrol.

The NEC voted in November 1994 to change the fiscal year end from June 30 to September 30. This will require an unaudited adjusted trial balance for June 1995 and a year-end audit for September 1995. This means the fiscal year—ending September 1995—will be a 15-month year.

On June 30, 1995, all regions, wings, and units below wing level will be required to provide information whereby National Headquarters can file an annual tax return 990 for the group.

The most significant change to af-

fect the reporting requirements for all nonprofit organizations is a result of FASB Statement No. 116 and 117 and potentially OMB circular A-133. The Financial Accounting Standards Board no longer allows fund accounting for external reporting purposes. They now require reporting for the entity as a whole. This has a significant impact on the chart of accounts and financial statement presentation.

FASB Statement No. 116 was issued in June 1993 and is effective for fiscal years beginning after Dec. 15, 1994. This statement establishes accounting standards for contributions and applies to all entities that receive or make contributions. Generally contributions received are recognized at their fair market value.

FASB Statement No. 117 establishes standards for general purpose external financial statements provided by nonprofit organizations. It requires these statements provide a statement of financial position, a statement of activities and a statement of cash flows.

OMB circular A-133 could potentially require the corporation to have a more

extensive audit than we presently have if our funding meets certain criteria as defined in the circular. If the corporation's funding since the reorganization does fall under OMB Circular A-133, the requirements could extend to the regions and wings. You need to make your auditor aware that this is a possibility for the current year audit. Your auditor should be familiar with circular A-133 and can explain this in detail.

As we prepare for the end of fiscal 1995, the changes in that come with it, and the requirements of FASB No. 116 & 117 and OMB circular A-133 have a significant impact on the planning process. It is important that all unit auditors are aware of the changes as early as possible in order for them to plan ahead.

Additional information regarding these developments is available from your auditor or you may call Damon DiPofi, chief of accounting at National Headquarters, at (334) 953-2635.

Professionalism: Learning to teach yourself

Civil Air Patrol's unique humanitarian service to our society places its operations in a very similar realm as the military's, requiring a strong understanding of professionalism and its role in an individual's development.

Whether handling an emergency, assisting school teachers or leading cadet or youth activities, CAP members are serving people — people who are counting on us to be experts in our area. This public expectation may thrust us into situations for which we may have no training or experience, but it still requires us to develop and carry out successful resolutions.

For those who are truly service-oriented and self-motivated, a thorough prior understanding of professionalism can help us to "think on our feet", and figure out solutions to these more challenging circumstances.

Many leadership scholars have written extensively on professionalism. One of the best known works is the book *The Soldier and The State*, written in 1957 by Harvard Professor Dr. Samuel P. Huntington. Using Huntington's guidelines, the three elements of professionalism that people need to teach themselves throughout their careers are Technical Expertise, Teamwork (specifically the ability to work with all personality types), and Commitment to Service.

Ideally, professionalism promotes self-motivation

to learn new things, both on your own and from others, making affordable mistakes along the way to test, improve and convert that learning into practical leadership experience. This generates an environment that supports developing independent problem-solving skills, innovation and improved leadership, that is passed on to others — not held secret or captive by an individual.

It's not enough to learn a new skill: a true professional and leader passes that information on to benefit his team. Then we can all avoid being caught unprepared while trying to serve people who depend on us.

The catch is, professionalism is much like preparedness: It's a self-taught skill, developed ahead of time, mostly from our own motivation. This is also why it's a foundation for our core values, which together act as a guide to our individual development.

In order to better serve our country, military officers and enlisted members are taught very early to learn not only from others, but on their own as well. This is done by developing a strong sense of professionalism, and in our more recent Quality Air Force culture, their core values. This could easily apply to the members of the Air Force Auxiliary, too.

Early this spring, the Air Force's six core values were simplified to three by Secretary of the Air Force Dr. Sheila Widnall; Air Force Chief of Staff Gen.

"... the three elements of professionalism that people need to teach themselves throughout their careers are technical expertise, teamwork (specifically the ability to work with all personality types), and commitment to service."

Col. Garland W. Padgett
Commander, CAP-U.S. Air Force
& Senior Air Force Adviser to Civil Air Patrol



From the Top

Col. Garland W. Padgett Jr.
Commander,
CAP-U.S. Air Force

New marketing efforts will bring growth

Requires aggressive, proactive response from region, wing, unit PAOs

After applying for the position of chief, Marketing and Research at National Headquarters Civil Air Patrol, I was somewhat puzzled to learn that CAP was a not-for-profit organization. You see, I had spent the last fifteen years as a marketer for large, national not-for-profit organizations.

As such, it was necessary for me to stay abreast of happenings in the not-for-profit world. I had never heard CAP mentioned by my peers as I traveled throughout the nation nor had I read anything about CAP in industry periodicals.

"Who is the Civil Air Patrol? What is the Civil Air Patrol?" I wondered. Numerous inquiries about Civil Air Patrol of family, friends, business associates and even the *World Book Encyclopedia* revealed I had plenty of company. CAP is indeed the best kept secret in the world.

Since accepting the challenge of assisting Col. "Bud" Payton, director of the Marketing and Public Relations Directorate, in the direction of marketing and research for CAP less than 60 days ago, my learning curve has been intense. Today I know the answer to both questions and firmly believe the rest of America deserves to know and should know the "who and what" of CAP.

So much is happening right now in the developmental stages of marketing and research that space limitations prevent me from sharing it all with you at this time. However, as space allows in the future, I will use your CAP News as a forum to keep you informed of marketing activities, including, but not limited to, development of new recruiting bro-

chures, PSA's, media avenues available to you and fund-raising opportunities and techniques.

The past few weeks have been spent in research. The research was conducted to ascertain the needs of the organization and the membership. Unknowingly, many of you in the field have assisted me tremendously in this effort

reason, we will be mailing a survey to randomly selected CAP members and former members in the next few weeks.

The survey will enable us to identify who joins CAP, why they join, why they stay or why they do not stay. With this knowledge, we will be better prepared to produce targeted marketing tools for you.

Therefore, we need your help. If you're selected to receive the survey, please respond as soon as possible. The sooner we receive your response, the sooner we can share the results with you. Remember — this is a team effort and you have the ball. We can't do it without you.

In light of the recent developments in Washington, D.C., our task may seem daunting at times. But, as CAP National Commander Brig. Gen. Richard L. Anderson stated in his recent message to us, "(together) we shall prevail."

The challenge is before us. I am excited and can hardly wait to get the ball rolling on this end and see our results. I hope you share my excitement.

Please know that I consider it a privilege to be able to represent you as chief, Marketing and Research to my peers in the direct response marketing industry throughout the nation. However, the opportunity to be of service to you — the volunteers who are out there on the front lines — is an even greater privilege. I look forward to receiving your input, your help and your support.

Be sure to come by and say "hi" if you are planning to be at National Board.

Join me in sharing the best kept secret in the world. Until next time ...



Marketing & Research

Mary Nell Crowe
Chief, Marketing
& Research

through your telephone calls to headquarters and sharing what you're doing and what you need.

Since taking a close look at CAP, it is my opinion that our long range marketing objectives must have a twofold focus: Increased visibility and enhanced image. The result of our efforts will be threefold — better recruitment, increased retention, and additional funding sources. In one word — growth for CAP.

However, this growth will not be accomplished without everyone's support. An aggressive and proactive response will be required from all unit, wing and region public affairs officers, if we are to meet our objectives. As a team, we can effectively market and sell CAP as charged.

To initiate an effective marketing program we must first identify our market — you, the CAP member. For that

New posters for recruiting being sent out

Attention all units! Look for the three new Civil Air Patrol recruiting posters this month designed by the winner of the National Cadet Advisory Council poster contest and produced by the Cadet Programs department.

Each squadron is scheduled to receive three of each design in June, according to CAP's director of Cadet Programs, Douglas G. Isaacson.

The posters highlight — in a dynamic and artistic fashion — the varied and challenging opportunities that exist in CAP. They were designed to motivate young people to join up.

The contest winner was Allan Izzard, a free-lance artist from New York. Mr. Izzard has been a member of CAP's New York Group since 1993. He has an extensive art background in illustration, product and concept rendering, embroidery design, and model making. The artist is also an aviation enthusiast. According to Mr. Izzard, a private pilot, he has had a "lifelong obsession with airplanes."

The artist recently won another design contest. His rendering of a new New York Group patch was also accepted and adopted.

For his time and effort, Mr. Izzard won a U.S. Savings Bond and a \$100 CAP Bookstore gift certificate.

National Uniform Committee submits report to NEC

Common thread: everyone needs to be more aggressive meeting weight, grooming standards

The National Uniform Committee presented its report and recommendations in May to the National Executive Committee and according to CAP's national commander the uniform debate is now over.

"One of my major goals has been to lay our national uniform debate to rest once and for all," said National Commander Richard Anderson. "Because of the vision and support of our region and wing commanders, I believe we have done precisely that."

"My hat is off to National Vice Commander Col. Paul M. Bergman, the committee's chair, Renova Williams, director of CAP Personnel, and Susie Parker, chief of CAP Personnel, for the roles they played in closing this final chapter," the general said.

Though a large number of agenda items were presented to the council, only those which were "passed" by the NEC — the highlights — are being reported in this article.

A common thread which kept surfacing in many of the agenda items considered was that of the commander's and the general membership's need to be more aggressive in supporting the weight and grooming standards as already published in CAPM 39-1. The National Uniform Committee agreed it is indeed important our senior and cadet members and national leadership meet established weight and grooming standards when wearing the Air Force-style uniform.

General Anderson reminded all that General Fogleman's approval for CAP senior member's to place the U.S. insignia on the new service dress uniform more than ever before demands compliance to the CAP weight and grooming standards. If these standards cannot be met, the CAP distinctive uniform or civilian clothing, must be worn.

Another common suggestion was that of reducing the number of uniforms so there is less confusion as to which uniform to wear and all members can have at least one common uniform. However, due to the various mission requirements, CAP activities and the fact that CAP distinctive uniforms have been created for senior and cadet members not meeting the weight and grooming standards, the number of uniform combination items became a very complex, and sensitive issue.

Some members expressed the opinion that the Air Force Nomex flight suit should be the only approved uniform for use in flight operations. While others felt the white aviator shirt was the best uniform to fly in,

particularly if the member doesn't meet the weight and grooming standards. Others felt the golf shirt (some even voiced color preference) was the best flight uniform, particularly on extended missions.

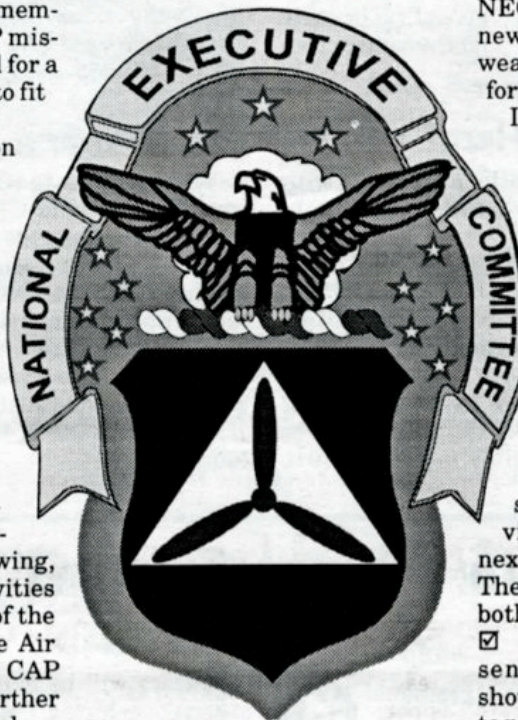
Obviously all of these comments have merit and warranted the NEC's consideration. It became obvious during this part of the discussion, the more active and involved a CAP member is in the different CAP missions, the greater the need for a wider variety of uniforms to fit the situation.

Though an easy solution to the number of uniforms and when to wear what was not reached, General Anderson reminded the uniform committee and NEC that CAP Manual 39-1 already provides some relief. The manual outlines that the basic CAP uniform is the blue shirt/blouse, blue pants/skirt and black shoes. Additionally he has previously directed that all squadron, wing, region and national activities should have the uniform of the day specified for both the Air Force style uniform and CAP distinctive uniforms. Further all SAR/DR operations plans should specify the acceptable uniforms based upon mission function and assignment.

Due to the number of agenda items the CAP Uniform Committee met for quite some time. All items were considered by the NUB and their recommendations for each item were submitted to the NEC for their review, consideration and action. We will only cover the agenda items which "Passed" and their effect on our members.

As reported in the April CAP NEWS, General Fogleman approved CAP senior members transitioning into the new Air Force service dress uniform. Cadets will not begin the transition into the new SDU for awhile. The start date for their transition was not decided by this NEC. The transition for senior members is tied to the both the availability of the new gray shoulder marks and the new SDU. While some clothing sales stores have the new SDUs, with the shoulder epaulets in stock, others do not. It is anticipated that all cloth-

ing sales outlets will have the new SDU available sometime in September. Senior members can begin wearing the uniform, if they have the new gray shoulder marks to accompany the uniform. As previously written, the new SDU will be worn without the new gray name tag and wing patch. Additionally, when the new SDU is worn, the blue



shirt must also be worn with the gray shoulder marks and gray name tag. (Note: The commissioning stripe, tie and hat are a different material when wearing this uniform)

☑ The current service dress

der marks and gray name tag expects to have these available in time for the Washington National Board meeting. Seniors electing to continue wearing the old service dress uniform may do so until Oct 1999 however, they must switch to the new gray shoulder marks, name tag and U.S. insignia by Oct. 1, 1996.

It was also decided by the NEC, in another action, that a new senior member would not wear the Air Force style uniform until completing the Level I training course.

☑ Senior members without rank and NCOs wearing the current service dress uniform will continue to wear the CAP cutouts and either the gray or blue name tag. Everything else remains the same.

☑ Cadets will continue to wear the current service dress uniform. The Air Force has offered to supply 10,000 old style service coats per year for the next four years at no charge. The coats will be available for both cadets and seniors.

☑ Light blue shirt/blouse for senior members. The gray shoulder marks and gray name tag are optional until 1 Oct 96. Again, the Bookstore expects to have the new gray shoulder marks and name tag available by the Washington National Board. For region and national members the shoulder rockers will change to gray.

☑ Light blue shirt/blouse for cadet members. No changes will occur. The blue shoulder marks are retained. Cadets without rank and cadet NCOs will wear the CAP cutouts.

☑ Though a number of changes were proposed to the fatigue uniform for both senior and cadet members, there are no changes. The CAP cloth cutout is still required on the col-

lar.

☑ Outer-garments for senior member officers. The gray shoulder marks replace the maroon shoulder marks on the epaulets. Optional until October 1996.

10. Outer-garments for senior-member NCOs, senior members without grade and cadet members. No change - the CAP cutouts are retained where appropriate.

☑ Highly polished badges and

devices. Approved. Mandatory wear date is 1996. Highly polished and oxidized CANNOT be mixed. If the senior member switches to highly polished U.S. insignia, then all badges and devices must also be highly polished. Bookstore should have highly polished badges and devices in inventory by National Board.

☑ The Air Force Coat of Arms tie tack/cuff links, tie tack/tie bar grade insignia is now approved in addition to the CAP tie tack.

☑ It was recommended the NEC adopt "official" gray slacks to preclude wear of Dockers, Levis, etc. The NEC agreed and approved slacks are defined as medium gray, commercial dress slacks - no labels showing.

☑ Aviator shirt is now approved for the optional wear of the gray shoulder mark grade insignia to be worn on the epaulets. Wearing the gray shoulder marks also means the gray name tag and the Air Force blue or maroon tie or CAP blue tie (no Air Force coat of arms tie tack or regimental tie) worn with this uniform. Additionally, when this combination is worn, an aviation badge and one additional badge of choice are worn. Short-sleeve shirt without tie is OK.

☑ Aviator shirt - if the gray shoulder marks are not worn, then the current black name tag with a distinctive CAP or regimental tie will be worn, without badges. The blue and maroon CAP ties will be phased out as the Bookstore stock is depleted. Short-sleeved shirt without tie is OK.

☑ CAP blazer will continue to be worn as approved and configured.

☑ The guayabarra shirt will be phased out as the current Bookstore stock is depleted.

☑ Silver Medal of Valor - some suggestions in upgrading the importance and recognition of those who have earned - or may earn - the Silver Medal of Valor were approved by the NEC. It was agreed the recipient will receive a annual waiver of dues. It was also suggested, that whenever possible, recognition during banquets, etc., at which the recipient attends be given. Also, the awarding if the SMV will require NEC approval. One other proposal on the configuration of the medal was tabled until further coordination with the Air Force.

☑ Cadet Programs Badge - In three levels (technician, senior, and master) were approved. The badge will be approved at the unit level and will be retroactive where applicable. (Pro-

"You are a valued part of the CAP team — and the Air Force family. If you have doubts, look at the U.S. insignia on your service coat lapels this summer."

CAP National Commander
Brig. Gen. Richard L. Anderson

uniform, for senior members, may remain as presently configured. The phase out date for the maroon shoulder marks and blue name tag is Oct. 1, 1996.

☑ The current service dress uniform may be worn with the new gray shoulder marks, gray name tag and U.S. insignia (in place of the CAP cutouts) as soon as the shoulder marks and name tag are available from the Bookstore. If all goes well, the supplier of the new gray shoul-

Participation in national activities continues to grow

All of the current national activities have grown beyond the Cadet Programs' greatest expectations for this year, according to Douglas G. Isaacson, program director.

"Unfortunately, applications for this year's national activities are no longer being accepted," stated Mr. Isaacson.

At least 300 more cadets are attending this year's national activities compared to last year. The National Flight Encampment accounts for a great majority of this increase with

182 participants from 43 wings and several overseas squadrons over the four sessions. Additionally, Blue Beret participation is now up to 233 participants, compared to last year's total of 125.

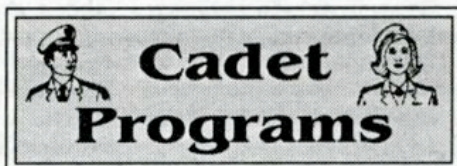
Unfortunately, the problem associated with this growth is that National Headquarters can only select so many people for these activities, and thus some requests will be turned down.

"The good news, though, is that the Cadet Programs staff is already making major changes for next year so activities can continue to grow and more cadets will be able to participate, stated Maj.

Christopher Shaw, Cadet Programs manager.

Cadets selected to participate in national activities should receive notification soon, if they have not already. Those who have been rejected for slots to the 1995 National Blue Beret or other national flight encampments will also receive notification by mail.

If cadets receive a rejection letter, they need to keep it as proof. When they apply next year they will be given first priority for the same activities.



Who's Your Hero? contest

Several organizations affiliated with the National Collaboration for Youth, including Civil Air Patrol, are participating in the "Who's Your Hero?" essay contest.

The top 50 to 100 essays with pictures of the heroes will be included in a book on heroes of American youth.

Those interested in participating should be on the lookout for the flyer detailing who is eligible, judging criteria

and instructions. It will be sent to all squadrons this month.

All essays must be postmarked by Sept. 1, 1995.

Ranger school scheduled

Pennsylvania Wing's 1995 Summer Ranger School will be held July 8-16.

The school offers courses in basic and advanced ground search and rescue as well as an advanced field medic course for cadets.

Interested personnel should contact:

Lt. Col. Betty Jones
1331 Armstrong Dr.
Monongahela, PA 15063
(412) 483-1537

Cadets soar at academy

When it comes to U.S. Air Force Academy appointments, CAP cadets are pulling their own weight, as far as some Air Force officials are concerned.

This year, 131 CAP cadets have accepted appointments to the academy. In all, CAP cadets presently make up about 10 percent of the academy's enrollment with a total 453 cadets enrolled.

As of June 1995, there were 18,260 cadets in CAP.

Bottom line: CAP training pays big dividends.

A great showing for a great organization!

Cadet Phoenix alive, well

Operation Cadet Phoenix, a concept conceived at the National Cadet Program Summit last summer, is alive and well, and beginning to take shape. The phoenix is represented by a federal eagle with a shield rising from the ashes through the flames to take flight.

Much like the eagle, our cadet program is also taking off. Membership in the cadet program is up over 18,000.

Enrollments in National Special Activities have increased by 67 percent from last year with the addition of the National Flight Encampment and the reintroduction of the National Blue Beret Encampment. Slots available to cadets increased from 454 last year to 763 this year.

You will see **Operation Cadet Phoenix** until National Commander Brig. Gen. Richard L. Anderson relinquishes command Aug. 10, 1996. Until then, it is the symbol the Cadet Program shall rally around to raise the cadet program from the ashes and take it to full flight.

ALICE EQUIPMENT

GI ISSUE FIELD EQUIPMENT KITS

SLEEPING EQUIPMENT

PART NUMBER	DESCRIPTION	QTY	NEW	USED
CAP731JA	ALICE FIELD PACK, medium <u>specify medium or large</u>	1	\$30.50	\$15.50
CAP731LB	FRAME, W/PADS & STRAPS	1	\$30.50	\$15.50
CAP716AA	EQUIPMENT BELT <u>specify medium or large</u>	1	\$9.95	\$5.50
CAP718BA	SUSPENDERS, EQUIP. BELT	1	\$10.95	\$5.50
CAP710AA #	CANTEEN, 1 QT PLASTIC	2	\$1.75	\$1.75
CAP710CAA	CUP, CANTEEN STAINLESS	2	\$6.95	\$3.50
CAP710CAB	STOVE/STAND, CUP SS	2	\$2.95	\$1.50
CAP712AA	COVER, CANTEEN NYLON	2	\$6.95	\$3.50
CAP731AM	FANNY PACK	1	\$12.95	\$6.50
CAP738AC	CASE, AMMO M16 NYLON	2	\$6.50	\$3.50
CAP738AD #	CASE, AMMO M9 NYLON	1	\$3.95	\$3.95
CAP676AA #	FIRST AID KIT, NYLON	1	\$21.95	\$21.95
CAP738BA #	CASE, COMPASS NYLON	1	\$1.50	\$1.50
CAP708AA #	FLASHLIGHT, W/O GUARD	1	\$4.50	\$4.50
CAP648CA	KNIFE, SURVIVAL, USAF	1	\$18.95	\$9.00
CAP687ACA	SHOVEL, TRI FOLD	1	\$19.95	\$9.50
CAP687ACD	COVER, SHOVEL PLASTIC	1	\$5.95	\$3.00
CAP692AAB	MESS KIT, W/ UTENSILS	1	\$9.50	\$4.50
CAP722GAA #	GOGGLE, SUN/WIND/DUST	1	\$7.50	\$7.50
CAP766B	VEST, SAFETY ORANGE	1	\$6.50	\$3.00
CAP739AE	PONCHO, NYLON 66X83 OG	1	\$23.95	\$9.50
CAP739AH	PONCHO LINER, CAMO	1	\$23.95	\$9.50
CAP731DGA	BAG, (LAUNDRY)	1	\$4.95	\$2.50

INDIVIDUAL DEPOT PRICE (MEDIUM PACK)	\$298.15	\$155.65
DEPOT PACKAGE PRICE (MEDIUM PACK)	\$208.15	\$125.65
DEPOT PACKAGE PRICE (LARGE PACK)	\$218.15	\$135.65
# INDICATES NEW PRODUCT IN ALL KITS. SAVE	\$90.00	\$30.00



PART NUMBER	DESCRIPTION	QTY	NEW	USED
CAP758AA	SLEEPING BAG, INTERMEDIATE Used bags have been commercially sanitized.	1	\$69.95	\$36.50
CAP758P	PAD, SLEEPING, POLY FOAM	1	\$6.50	\$3.00
CAP758PMA #	MATTRESS, PNEUMATIC	1	\$6.50	\$6.50
CAP758PB #	PILLOW, PNEUMATIC	1	\$3.50	\$3.50
CAP758EAT #	BLANKET, WOOL OD	1	\$12.50	\$12.50
CAP758CA #	COVER, SLEEPING BAG	1	\$4.50	\$4.50
CAP758HSB #	HOOD, SLEEPING	1	\$2.50	\$2.50
CAP758AMA	CARRIER, SLEEPING BAG	1	\$3.50	\$1.75

INDIVIDUAL DEPOT PRICE	\$109.45	\$70.75
DEPOT PACKAGE PRICE	\$89.45	\$60.75
# INDICATES NEW PRODUCT IN ALL KITS. SAVE	\$20.00	\$10.00

WET WEATHER EQUIPMENT

PART NUMBER	DESCRIPTION	QTY	NEW	USED
CAP739__	PARKA, SIZES XXS-XL	1	\$22.95	\$6.50
CAP739__	TROUSERS XXS-XL	1	\$19.95	\$6.50
CAP739 #	OVERSHOES 4 TO 14	1	\$5.50	\$5.50
CAP739EE	SUSPENDERS, TROUSERS	1	\$2.95	\$1.50

INDIVIDUAL DEPOT PRICE	\$51.35	\$20.00
DEPOT PACKAGE PRICE	\$41.35	\$15.00
# INDICATES NEW PRODUCT IN ALL KITS. SAVE	\$10.00	\$5.00

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AFRCC coordinator upset over 'misrepresentation'

CAP News Editor

I am writing in response to an article that appeared in the April 1995 edition ... "Five wings participate in search for downed Cessna," written by Lt. Col. Hal Griffin, Kentucky Wing public affairs officer.

While it is good to see CAP portrayed in a positive light and its SAR efforts highlighted, it should not be done at the expense and misrepresentation of those of us here at the Air Force Rescue Coordination Center.

It appears that recent missions and coordination between us, CAP and other agencies (such as the Federal Aviation Administration, emergency management agencies, etc.) have led the reading public to incorrect assumptions about and faulty perspectives of us here at Langley AFB, Va.

Specifically, I would like to point out the paragraph which states that "At 2:23 p.m., Colonel Schmitt received a call from an FAA official in Indianapolis. He said they had a last location different from what the AFRCC had reported ... Colonel Kavich stood and said 'That is close to the tower!'" The article continues from there and the aircraft is found at the location given. To understand why this bothers us, and me in particular, let me outline what happened from our log and my memory.

On Feb. 3 my crew came on duty for the swing shift (2:45 p.m. to 11 p.m. local/7:45 p.m. to 4 a.m. Zulu). We were briefed on a QALQ, an initial inquiry on an aircraft issued before an INREQ, for N754KV. Due to the expanse of the proposed SAR area (Illinois to North Carolina) the day shift had begun working this issue long before it became "re-

quired."

When the ALNOT was finally issued Feb. 3 at 8:36 p.m. Zulu, we had been working the incident for over two hours. The gentleman with the handle on the situation at the time was SSgt. Bill Garms. Things moved very quickly, and there was a lot of area to cover. He literally did not leave his seat for over eight hours.

As shift supervisor, I was monitoring this incident as well as the approximately 24 other incidents and missions open at the time. So many calls were made and received by Sergeant Garms that it became necessary for me to work alongside him. We kept separate log sheets, making references to each other's phone calls in them.

One of the greatest difficulties facing us was acquiring an NTAP. The aircraft was not on a flight plan and was not "squawking" a discrete code. At our request, the airport manager at Parks Airport had come in on his own time to review the tapes, and was able to get us an exact takeoff time, runway and direction of flight. We made a total of five calls to the Kansas City ARTCC attempting to get NTAP information, and with this latest exact information we made a sixth request. When the response was not sufficient, and after consultation with the director of the AFRCC, I made the decision to use our FAA point of contact in Washington, D.C. Within a matter of minutes, the ball was rolling to track

this aircraft.

What does all of this mean? It means that two of us worked this for 13 hours nonstop. It means that within hours we had an NTAP track from Parks Airport to Evansville, Ind., approach. Within 11 hours we had a projected estimated time of arrival for Louisville.

During this same time, we alerted appropriate CAP and emergency management agencies and they were beginning to "gin up."

In less than 20 hours, we had an NTAP that gave us a position of 37-14.18N and 084-52.5W, approximately four miles from where officials located the aircraft. We noticed this was very close to the Mintonville,

Ky., tower, which showed on our sectional, but is apparently not on low-level charts or approach plates.

At the 23-hour point, we received another NTAP, which we had requested from the Atlanta ARTCC. This point was at 37-10.13N and 84-49.24W, which put it right on top of the tower. This information was faxed to Kentucky CAP, Major Carter, Feb. 4 at 9:20 p.m. (Zulu), a full 24 hours before the Feb. 5 phone call at 9:23 p.m. (Zulu) reported in the article. According to the final 122 report, these "lat/longs" are exactly the location of the wreckage.

My concern is that, in this mission and in others, it is unclear to folks exactly how much work and sincere effort

the controllers here put into the missions. I am especially proud of our enlisted personnel who work a rotating shift schedule that, in essence, makes activities such as school, sports, time with family, etc. near to impossible.

They deal with training meetings and commanders' calls that fall in the "middle of the night." They adhere to the mission and code of the AFRCC, putting personal desires and comforts aside "So that others may live."

When others and I read this article, we were dismayed and rather upset our efforts were being portrayed as both incorrect and useless. I do not know why it took CAP over 24 hours to realize and react to obvious information that we gathered so quickly and efficiently.

Trust me. We appreciate the work that CAP does. We recognize the importance of their volunteer status and their professionalism and expertise. As an active duty officer who has had her own share of "tough missions" and "real world scenarios," it is disheartening to see the lack of reciprocation by CAP.

We are all on the same team; we are all in the same business. We need to work together and not resort to bad press and rumors.

Capt. Patricia E. Powers
AFRCC SAR Coordinator
Langley AFB, Va.



Got a gripe? Want to state your case? Feel the need to vent? Want to publicize a kudo? Then write to **Letters to the Editor** — the perfect forum for voicing your opinion. Send your letter via one of the following ways: E-mail it to jtynan@cap.au.af.mil or send via modem to the CAP BBS at (334) 953-7515 or mail it via computer disk to — Editor, CAP News, 105 South Hansell Ave., Bldg. 714, Maxwell AFB, AL 36112.



Civil Air Patrol **NEWS**

Serving CAP membership since November 1968

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This newspaper is printed on recycled newspaper.

Welcome to your new newspaper

That's right! Welcome to **your** newspaper — the new *Civil Air Patrol News*.

I use the term **your** because I'm deeply rooted in reality. Although you may not sign my paycheck, I know full well the reason for publishing this newspaper is to serve you — the more than 50,000 CAP members across America and overseas. Coincidentally, that also happens to be the same reason I'm here.

So what does this mean to you? It means a promise from me — to print as many of your accomplishments worldwide, each and every month, in a dynamic publication that reads and looks like it was produced for professionals.

My use of the term "new" might be a bit more presumptuous. I know the newspaper has been serving the CAP membership since November 1968. And from what I've read so far, it's readily apparent the editor's who tapped the keys, sized the photos and proofread the galley before me did an excellent job.

I use the term new because of the way I view the process of putting a newspaper together. Like building a new custom home, every editor pieces a newspaper together in the same fashion — word by word, story by story, photo by photo, page by page — each piece lending itself to a newspaper's value and design. Each issue new and different, yet still managing to retain an editor's unique writing and layout style.

So there you have it. My philosophy on newspaper editing. Now let's get down to the nuts and bolts of how you can get your material published in the *CAP News*. For about a year now, the *CAP News* has been laid

out and designed electronically — by way of desktop publishing software and state of the art hardware. A "hat's off" to MSgt. Jeff Melvin, your former editor, who brought the newspaper into the DTP age. Sergeant Melvin is now working for the Public Affairs Directorate at Headquarters Air Force ROTC here. Thanks for a job well done, Jeff!

The end result of this conversion is that your job of getting published has been simplified (aside from actually having to sit down

and write the article, of course). Now, all you have to do is send it to me electronically — on a 3 1/2-inch disk, via the BBS or through E-mail. When you do that, it requires less effort at this end because it no longer has to be re-keyed or scanned.



... From The Editor

James F. Tynan
Editor,
Civil Air Patrol News

Here's how? **Mail:** Mail to Editor, CAP News, National Headquarters CAP, 105 S. Hansell St., Bldg. 714, Maxwell AFB, Ala. 36112; **E-mail:** send to jtynan@cap.au.af.mil; **CAP BBS:** dial (334) 953-7515 and upload the file into the Public Affairs section. (If you use the BBS, please call me at (334) 953-5700 and let me know the file name, or leave me a message on the BBS. Otherwise I may not find the file.)

Here are some other tips: If you're interested in writing something other than for *Coast to Coast*, please call and discuss the idea with me first. That way, I know what to expect and perhaps I can give you some advice on the story's focus. Also, when you send in photos, please put the outline information on the back of each one. You can use a label or sticky note paper. Otherwise, we may not be able to use them.

Until our keyboards cross next month ...

STAR WARS COMES TO CAP SEARCH & RESCUE

Attention mission coordinators, pilots, observers and ground team members!
If you ever hoped you could quickly find and rescue people, here's wonderful news.
As in Desert Storm, new technology gives you your precise location information,
detailed database information and the ability to see in the dark.

Imaginary scenario: It was a dark and stormy night. A CAP Cessna was heading southwest for a search and rescue satellite hit of an ELT in New York's Catskill Mountains. Time: 2 a.m. Altitude: 6,000 feet, between cloud layers. Situation: "Ops normal."

Virg and Bill were up front in the Skylane; Mike was in the back with a bunch of newfangled equipment.

As soon as they had departed from Albany, Mike had connected the portable electronics. The GPS was feeding into the notebook computer, as was the portable compact disk player and Delorme's MapExpert program.

Power was provided by a portable 12-volt battery (due to the incompatibility of the plane's 28-volt system).

On the screen, a trail of "breadcrumbs" showed their exact path over the ground at scales as large as 1" = 400', plus ground speed, altitude, course and exact latitude and longitude.

With half an hour to go before they'd arrive over the site, Mike plotted the exact SARSAT hit and found it was near a small village in the mountains west of Catskill, N.Y.. He then opened the SAR-Viewpoint program, plotted the point, created a 10-mile circle and noted all the published airports and known wrecks within that area as possible items of interest.

Returning to the Delorme program, Mike determined the zip codes of the area. He then removed the Delorme CD and inserted the Aviation Locator CD, which contains the entire listing of U.S. pilots and aircraft owners. Running a search for the zip codes in question, he came up with 3 aircraft owners and 17 pilots. He then changed to the SelectPhone CD and looked up the telephone numbers for those people, changed back to Delorme and plotted their address locations, usually accurate to within a half-mile stretch of road or city blocks in metro areas.

By now, Virg was picking up the ELT signal on the direction finder. He gave the heading and signal strength to Mike, who plotted it on the computer. The plane was turned 450 to the right for five miles, then aimed again at the signal. This created a triangulation which showed the target was a few miles northwest of the SARSAT hit. That information was radioed to both the mission coordina-

tor and the ground team, which was still about one hour away by van.

As the plane neared and overflowed the loudest area of the signal, there was no way to descend due to the high terrain and IFR weather. So, a series of cloverleaf turns were made and the inbound tracks successively narrowed until Virg and Bill felt they had the ELT located within a 500- to 1,000-foot area.

In the back, a smile came over Mike's face. All the track lines were

Capt. Choppy Wicker Albany Senior Squadron

clearly shown on his computer. They repeatedly crossed very close to the junction of Route 13 and Pond Hollow Road. Even from 6,000 feet up in the cloudy night, Mike knew the ELT was coming from the area of Terry Smith's house. Terry, 47, was a private pilot.

Mike looked up the phone number, radioed the MC and three minutes later the ELT was shut off.

On the way back to Albany at about 3 a.m. the weather started to clear. Suddenly, a second ELT was picked up north of Little Round Top mountain.

Virg and Bill again accurately narrowed the search to a forested area, but there were no houses or pilots living conveniently nearby. From a safe altitude of 1,500-foot AGL, the pilots could see nothing but black forest below.

While the pilots circled, Mike uncased his surplus Russian tank commander night vision goggles and scanned the area. (Note: it is obviously unsafe for a pilot to use these for the kind of flying we do, but if the pilots are night flying at a safe VFR altitude, there's no harm in the observer using them.) With their 1:1 viewing magnification, there was no tendency to create nausea and scanning was easy.

Soon, he spotted a large white "T" in the trees — an airplane. The ground crew, along with local sheriff and other rescue personnel, was diverted to the spot. They found a downed C-172 and saved the life of the injured pilot.

Today's reality?

Same as above! We currently have

all of this equipment and have demonstrated its usefulness and safety. We have found a few glitches and are working on improvements. It's also expensive — \$2,700 and up for the computer and map equipment — but we see some ways to bring costs down.

We are early in the process, but expect to soon have detailed suggestions and recommendations which others might wish to try. For now, we'd be interested in hearing from other SAR innovators from around the country. Are you working on similar concepts? Let's get our heads together and see what we can come up with.

In upcoming articles, we'll show how this map equipment is being used to improve pilot training and provide mission air operations with precise reports of areas searched.

For now, we see the value of this map equipment as follows:

- ≈ In aircraft on night ELT search, where a back-seater can operate

- ≈ In ground team van at mission base for data only, possibly tied with Arizona-style remote location feedback from field units (using GPS and Packet)

- ≈ In aircraft during day operations, as a reference only (back-seater should normally be looking outside the plane at all times)

- ≈ In aircraft as a "black box" flight path recorder for pilot training or to provide disk for air operations to record actual search coverage

Equipment costs

Here's your cost for equipment and how to get in touch with us

- ≈ \$1,000 and up, notebook computer; units two to three times that would work best; numerous brands; units with built-in CD-ROM start at \$2,495

- ≈ \$750 for GPS receiver & antenna, DeLorme's MapExpert database CD, GPS interface software (Map Info and others are also working on moving map programs). Delorme Mapping Company, Freeport, ME. Telephone: (207) 865-1234

- ≈ \$280 for portable CD-ROM player; may need an SCSI adaptor for about \$140

- ≈ \$99 for Aviation Locator CD-ROM software: list of all pilots and aircraft. (Anybody know where to find boat owners for EPIRBs? Harder to find because their by state not country.)

- ≈ \$139 for SAR Viewpoint software: mission management tools, maps, wrecks, airports, etc. (Several other CAP-member programs available; good subject for a comparison article?).

- ≈ \$139 for telephone numbers of all residences and businesses on CD-ROM;

- ≈ \$100 for batteries, converters, connector cords, etc.

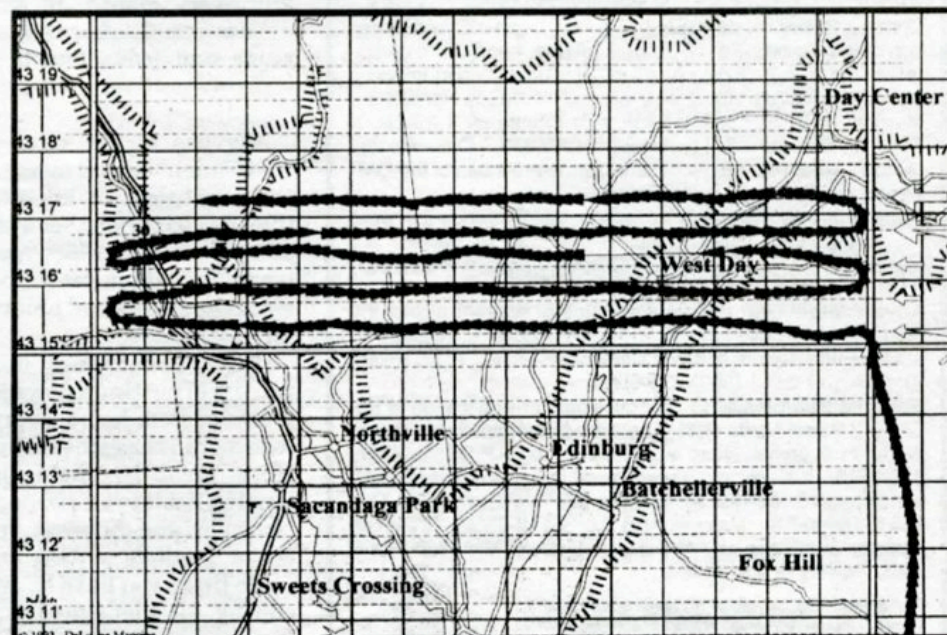
- ≈ \$700 - \$900 for surplus Russian NVG goggles, 1:1 optics, 30K amplification (magnified ones are widely available; not for continuous viewing but OK for confirming).

Compare notes

Let's compare notes. Send me a card or letter. We can discuss in detail the equipment listed above, where to purchase it from and how to use it.

Write to:

Capt. Choppy Wicker
Albany Senior Squadron
271 Baum Rd.
Johnsonville, NY 12094



The heavy black line shows an aircraft's flight path during a grid search. The map is what is seen on screen using DeLorme Mapping Co.'s MapExpert program.

14-year-old Maryland boy flies high; spirits lifted to well over 4,000 feet

BALTIMORE, Md. — John O'Malley has never been seated in the cockpit of an aircraft, yet he has become fascinated with the idea after flying after it was presented to him by his home-care nurse.

John, the 14 year old son of Michael and Gina O'Malley, of Phoenix, Md., has acute lymphocytic leukemia, a cancer of the blood. This disease is treatable and John's leukemia is now in remission.

The harshness of the chemotherapy drugs, however, left John's immune system extremely weak. The weakness has allowed an opportunistic infection to develop, which has become as serious as the leukemia.

Because the infection has not responded to any of the standard drugs, John is now receiving an experimental drug to combat the disease.

Recently, John was taken to Glenn L. Martin State Airport

to experience first hand the thrill as part of the squadron's project "Air Wish," a special air mission of the squadron.

Dressed in a flight suit and an electric-blue baseball cap, John was greeted by Lt. Col. Ralph Vogt, group commander of the Maryland Wing, and introduced Capt. Walter Coats, Glenn L. Martin Squadron commander and his pilot.

As John climbed into the aircraft cockpit, Captain Coats explained the myriad of instruments and dials. John's seat belt was fastened and the engine was started. Radio clearance was given by ground control for the aircraft to taxi to the runway. The tower gave clearance for take off and with a quick push on the throttle John was airborne in seconds.

John was given an aerial tour of northern Baltimore County, circling the Loch Raven Reservoir and then on to Phoenix where John lives. They flew over

John's house where he was able to pick it out from the air.

The aircraft then climbed out to a safe altitude with a cruising speed of 100 mph where John was able to take the control of the aircraft under the command of Captain Coats. Resuming control, Captain Coats turned the plane south for a tour of the Inner Harbor of Baltimore City, after which they turned north and returned to Glenn L. Martin State Airport.

There was a second aircraft which roared down the runway just a few seconds after John's plane broke ground and flew as the chase aircraft for this mission.

Aboard this aircraft, which was provided by Steinman Aviation, Baltimore, was Colonel Vogt, SMSgt. David Lyell, squadron public affairs officer, a camera crew from WMAR-ABC TV, Baltimore, and John's nurse, Capt. Raymond Wagner, the squadron's assistant medi-



Phoenix, Md., native John O'Malley (bottom left) poses for a picture with Maryland Wing's group commander, Lt. Col. Vogt (top left), Capt. Walter Coats (top right), commander of the Glenn L. Martin Squadron, and Capt. Raymond Wagner, the squadron's assistant medical officer. The 14-year-old leukemia victim flew with Captain Coats recently as part of the unit's special program called "Air Wish."

cal officer and the person who helped arrange this flight.

"This flight couldn't have happened without the support of our CAP commanders — Maryland Wing Commander

Col. Eugene L. Przybylowicz, Colonel Vogt and Captain Coats, and I'm extremely grateful for their help in lifting John's spirits to well over 4,000 feet," said Captain Wagner.

Maryland Wing Band hitting the high notes

Stacey Sherle
Staff writer

The Maryland Wing Band was put together starting in April 1987 by Lt. Col. Dennis Ira Ruck, band commandant.

The membership roster has grown from eight to about 40 in just eight years and continues to grow.

Membership in the band is open to both seniors and cadets and has members from all over the state and even some from the nearby National Capitol wing.

Colonel Ruck said, "Anyone with permission from their wing is welcome to join the band."

The band only gets one day a month of rehearsal time because of the diversity of its membership.

Last summer, the band inaugurated what was one of its most successful activities — a week-long band academy, which paralleled the Maryland Wing Encampment.

The cadets who attended the academy received full encampment credit without enrolling in the regular encampment and supplied live music for the regular encampment.

Attendees received training in music and military band arts and attended the required classes and activities of the



Members of the Maryland Wing Band participate in a pass-in-review ceremony during the week-long Maryland Wing Encampment/Band Academy held at the Aberdeen Proving Grounds, Md., in the summer of 1994. Academy attendees received training in music and military band arts and received credit for the regular encampment.

regular encampment, including airplane and helicopter rides.

Cadet Robert Wille, 16, the first cadet to graduate from band encampment and receive the Mitchell Award, will be this year's encampment commander.

Cadet Wille said the first band en-

campment was good experience; he enjoyed the band rehearsals and the band-style marching. "And Colonel Ruck was the perfect guy for commandant because you have to have a lot of patience to get a group of cadets together once a month to play musical instruments," he said.

The Maryland Wing Band played at the Middle East Region Conference June 3, with approximately 30 members present.

The band was awakened for a 5 a.m. rehearsal Saturday before the conference. "We played really well because we weren't paying enough attention to mess up," said clarinet player Lauren Hopper, 14.

Hopper said the best thing about being in the band is the sense of teamwork. "If one person messes up, it affects everyone. So it teaches you teamwork. You learn that every single person is important."

The band has annual performances at the Holly Hill Memorial Gardens located north of Baltimore and at the Maryland Wing Conference.

The band also performed Christmas music on Andrews AFB, Md., near Washington, D.C., at the base's newly built base exchange complex and at a shopping center near Annapolis, Md. Colonel Ruck hopes these performances will become a yearly event.

The Maryland Wing Band is so successful that plans are now on the drawing board to expand the program to include a string orchestra and a chorus. Members from other wings and the National Capital Wing are invited to participate in any of the band's activities.

Postal Service honors POW/MIAs

First-day-of-issue ceremonies for a new stamp honoring America's POW/MIAs took place on Memorial Day in Washington.

The stamp features a pair of military identification tags embossed with "POW/MIA — Never Forgotten," displayed in front of the U.S. flag waving against a blue sky.

"It's a symbol of accounting

for and caring for all our men and women in uniform. It's a symbol commemorating and remembering all our POWs and MIAs," said Postmaster Marvin Runyon.

The stamps will be delivered only to U.S. addresses and to



overseas addresses for military personnel and Defense Department employees.

Postal officials coordinated the stamp's design with various veteran and family organizations.

Licensing and royalty fees have been waived to IRS-qualified nonprofit organizations allowing them to reproduce the stamp design on T-shirts, sweat shirts, coffee mugs, key rings, etc., and use them for fund-raising purposes, postal officials said.

Contact the Postal Service's licensing agency at (212) 684-4388 for details.

Women's aviation scholarship established in pilot's memory

'Jan wanted to show women they could do things beyond their wildest imaginations'

The International Council of Air Shows Foundation recently announced establishment of the Jan Jones Memorial Scholarship Fund to assist women in pursuit of aviation careers.

It was instituted by John Rux, widower of air show and competition pilot Jan Jones, to help young women overcome some of the financial barriers associated with flight programs.

"Jan wanted to show young women that they could do things beyond their wildest imaginations," Mr. Rux said. "This scholarship is to help women get into aviation and follow their dreams."

"Air shows and aerobatic competition are one avenue. Instruction is another. Instructor/performers like Montaine Mallet, of the French Connection Airshow, performer/competitors like three-time National Aerobatic Cham-

pion Patty Wagstaff and airline/air show pilots like Joann Osterud and Julie Clark are prime examples of the great career opportunities available to women within the industry," explained Mr. Rux.

Jones, 42, of Red Thunder Air Shows, died May 9 of injuries sustained in an accident on May 8 in Wellington, Ohio. Enroute to a Philadelphia press event and then to a New York air show, Jones was apparently experiencing engine problems when she attempted a precautionary landing at the Bottsford Air Strip near Cleveland.

The cause of the accident is still being investigated by the National Transportation Safety Board.

"Jan had a bright future in air shows," said Gary McMahon, chairman of the Foundation's Board of Directors. "We are honored that her husband decided to establish a scholarship fund in her memory through the ICAS Foundation."

Tax deductible contributions may be sent to the Jan Jones Memorial Scholarship Fund, 1931 Horton Rd., Suite 5, Jackson, MI 49203.

Thumb's-up salute!



U.S. Air Force Chief of Staff Gen. Ronald R. Fogleman leads the New York City Group cadets in a thumbs-up salute. The cadets recently attended the National Air Force Salute in New York where they opened the event by presenting the colors. The cadets are, from left, front row: Kareem Williams, Peter Chiu, Fernando Caballero, Paul Rykaczewski and Chester Miles; back row, from left to right: Carlo Castiblanco, Luis Rodriguez, Alejandro Ortega, Patricia Cardenas, Mohammad Saadah, Randal Velazquez, Robert Newhouse and Surendra Sampat. The salute was also attended by the Secretary of the Air Force, Sheila Widnall, senior officers from other branches and aerospace industry leaders.

Photo by Gene Sinner

Louisiana's Response '95 exercise becomes real

Baton Rouge, La. -- A funny thing happened to the hurricane response exercise. It was a wash out, so to speak.

Executives from key emergency response agencies throughout the nation, Civil Air Patrol among them, came to this city on May 9. They expected to observe or play a part in Response 95, an exercise conceived jointly by Louisiana's Office of Emergency Preparedness and the Federal Emergency Management Agency.

The exercise was designed to test state and federal response to a simulated hurricane striking the gulf coast at New Orleans. What the participants and observers got was a real emergency — the flood of a century in South Louisiana.

The evening before the exercise began, a large weather system settled over the central states, and the tail of an accompanying cold front stalled out over the Louisiana gulf coast. A classic clash of cold air and warm, moisture laden air occurred along the stagnant front. For almost 48 hours, a train of massive thunderstorms battered New Orleans and nearby parishes. With as much as 29 inches of rain falling in some areas, widespread flooding occurred.

The management team assembled in the state's Emergency Operations Center made a valiant effort to run a simulated and an actual emergency simultaneously. However, too many actions and messages intended as part of the exercise became entwined with the real thing — and vice-versa.

Before long, Response '95 was scrubbed, and the team turned its full attention to dealing with the overwhelming problems caused by the flooding and CAP assets became an integral part of this effort.

The original Response 95 operations

plan gave Louisiana Wing an important role. A small contingent led by Wing Commander Col. Colin Fake was stationed at the EOC to coordinate aviation activities. The wing was tasked to provide air transportation as needed, to conduct aerial surveillance of evacuation routes and impacted sites, and to demonstrate the potential usefulness of airborne video and still photography. It was also called upon to provide the EOC with real time intelligence via video transmissions from an aerial platform. All wing aircraft were prepared for possible participation in the exercise.

"We demonstrated ... our air mobility and our capability to quickly deliver hard copies of visual information. Best of all, we demonstrated a capacity to transmit real-time intelligence directly from impacted sites to remote emergency operations centers."

Maj. Terry Raymond
CAP mission coordinator,
Louisiana Emergency Operations Center

When the focus of the emergency response efforts turned to actual flood impacts, CAP planes and their crews were already awaiting orders for the new mission. As weather permitted, Maj. Terry Raymond, CAP mission coordinator at the EOC, launched and vectored aircraft to critically flooded areas. There they made video records of the degree and extent of the flood impacts.

One aircraft served as an aerial platform for a hand-held video camera. Its crew, members of Ascension Parish Com-

posite Squadron, produced visual images. They completed their sortie by flying directly to this city's airfield and delivering their video tape to an awaiting EOC messenger. Within minutes, emergency response managers had in their hands a visual presentation of actual flood conditions.

A second airplane was equipped with a swivel mounted video camera and a video transmitter. This system was set up to broadcast live amateur television (ATV) to receivers at the EOC. Throughout several sorties over the flooded areas, aircrews gathered and transmitted real-time, visual information to the emergency management staff in Baton Rouge, as much as 60 miles away.

On one sortie, an infrared camera was successfully combined with the ATV system. An expert in the application of I-R videography was authorized to join the aircrew.

Although the equipment is very expensive and some training is required to set up the camera and interpret the images, I-R showed great potential as another source of information for emergency managers.

As the flood waters began to recede and the emergency abated, Louisiana Wing personnel reviewed the results of their efforts. "We reaffirmed CAP's value in a crisis situation," said Colonel Fake. "The wing has played a key role in the response to this terrible flood."

Major Raymond agreed. "We demonstrated to OEP and FEMA and all these other agencies our air mobility and our capability to quickly deliver hard copies of visual information. Best of all, we demonstrated a capacity to transmit real-time intelligence directly from impacted sites to remote emergency operations centers," he said.

Persian Gulf War Veterans



Health Concerns?

Help is Available.

For information, call
the VA's Help Line

1-800-PGW-VETS

You may be eligible for
medical care or disability
compensation.

Hearing impaired vets:
TDD 1-800-829-4833

For computer access to
the VA's Bulletin Board,
"VA Online," call:
1-800-US1-VETS



**Department of
Veterans Affairs**

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Freedom Flight America

World War II aircraft fly coast to coast

(Dallas, Tex.)—The most unique event planned to commemorate the 50th Anniversary of the end of World War II will have a significant impact on veterans in communities across America this year.

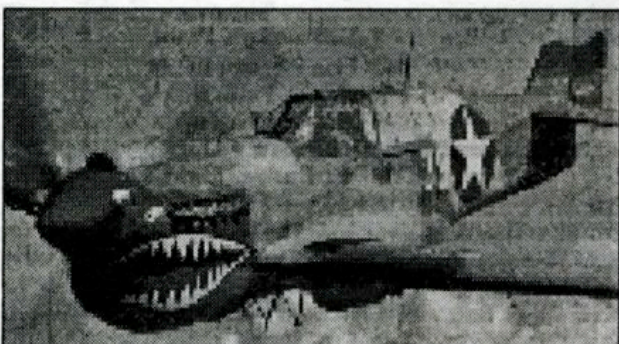
Freedom Flight America, an aerial armada of 300-500 World War II-era Allied aircraft flying from California to New York from July 28 through Aug. 14, will honor all veterans and civilian workers who have served our country.

Freedom Flight America is the only event which brings a physical commemoration of the end of World War II to the American people from coast to coast. This massive effort by patriotic aircraft owners and pilots volunteering their aircraft and time is expected to stir the emotions of an entire nation, not just the communities hosting the warbirds or cities along the flight path.

Veterans groups, cities, civic organizations and individuals across the country are participating in *Freedom Flight* by sponsoring aircraft to honor veterans in their community. All the warbirds are privately owned and no tax dollars are involved.

Specific individuals will be personally honored through the Free-

dom Flight Commemorative Certificate Program. Certificates ("In Honor of ...", "In Memory of ...") bearing the names of active service members or veterans — living or deceased — will be carried on board



P-40 Warhawks (pictured above) are scheduled to participate in this summer's *Freedom Flight America*. Other aircraft flying include P-38 Lightnings, F-4U Corsairs, P-51 Mustangs, B-25 Mitchells, PV-2 Harpoons, DC-3 Dakotas, and a B-17 Flying Fortress.

the aircraft participating in the flight.

The flight is recognized as an official commemorative community event by the Department of Defense World War II Commemorative Committee. This designation was officially presented to the organizers of *Freedom Flight America* by congressman, former fighter pilot and highly decorated veteran, Sam Johnson.

Dates and locations:

July 28-31 — Long Beach Airport, Long Beach, Calif.; July 31-

Aug. 1 — Glendale Airport, Glendale, Ariz.; Aug. 1-2 — Biggs Army Airfield, El Paso, Texas; Aug. 2-3 — Alliance Airport, Fort Worth, Texas; Aug. 3-4 — New Century Air Center, Olathe, Kan.; Aug. 4-7, Chicago/Aurora Airport, Aurora, Ill.; Aug. 7-9 — Wright-Patterson AFB, Dayton, Ohio; Aug. 9-11, Andrews AFB, Washington, D.C.; Aug. 11-14, McGuire AFB, N.J.

Points of contact:

Freedom Flight Headquarters — (800) 687-4800, Morey Darznies; Long Beach, Calif., (310) 499-1696, Lovetta Kramer; Glendale, Ariz., (602) 931-5555, Jim McCue; El Paso, Texas, (915) 568-4505, Donita Schexnaydre; Fort Worth, Texas, (817) 890-1000, Alliance Air Services; Olathe, Kan., (913) 782-5335, Lee Metcalf; Aurora, Ill., (800) 477-4369, Sue Vos; Dayton, Ohio, (513) 257-6206, Maj. Francis; Andrews AFB, Md., (301) 568-5995, Lt. Nipper; McGuire AFB, N.J., (609) 724-4073, Maj. Jack Svoboda; New York, (718) 507-5220, Mort Arken (World War II Skytypers); and sponsorship requests, (414) 780-0100, Jim Van Eerden.

For further information on the *Freedom Flight* call 1 (800) 687-4800.

Aviation Briefs

Clearing Canadian customs

The Aircraft Owners and Pilots Association is applauding the U.S. Customs Service decision to allow qualified aviators crossing the U.S. border from Canada to clear customs by telephone. The program is scheduled to start later this summer. AOPA has been negotiating streamlined procedures directly with top Customs officials since 1991.

New ADCUS (Advise Customs) procedures for the northern border will permit most preregistered pilots to arrive at any U.S. public-use airport after obtaining customs clearance by telephone.

"This telephone ADCUS and selective inspection program will be a major improvement for everyone," said Bill Dunn, AOPA vice president of regional affairs.

"It's the honest pilot who notifies customs. Now the U.S. Customs Service can concentrate resources on their real problem: those who try to evade them."

To participate in the program, pilots must complete a onetime "program registration" which can be accomplished by mail or telephone.

Cleared flights can arrive at any public-use U.S. airport, not just traditional customs-designated port-of-entry airports. U.S. Customs reserves the right to meet and inspect any returning aircraft and does intend to perform random, complete inspections to ensure the "honor system" is working.

Publishing new CFI checklist

The Aircraft Owners and Pilots Association Air Safety Foundation is publishing a new quarterly specifically for the nation's 73,000 flight instructors. CFI Checklist will be sent free to every Certificated Flight Instructor.

"CFI Checklist gives flight instructors the tools they need to provide top-notch instruction," said Bruce Landsberg, ASF executive director.

"CFIs are a critical link in the aviation safety chain. That's why ASF is devoting new resources to help CFIs better teach the skills and knowledge all pilots need to become and remain proficient."

The inaugural issue of CFI Checklist includes articles on how to use computerized DUAT briefings to enhance student training, "tuning up" students for spring weather flying, and improving the pass rate for CFI applicants.

CFI Checklist is the successor to ASF's Flight Instructor Quarterly.

"Our new publication features improved graphics and a tighter focus on teaching techniques," said Don Koranda, ASF vice president of training. "CFIs will find something new in every issue."

CFI Checklist will include both teaching tips and ideas for attracting and keeping students. CFIs will also be updated on Air Safety Foundation activities directly affecting instructors and students.

AOPA Air Safety Foundation pioneered the 16-hour CFI refresher clinic launched last year. In an efficient two-day weekend course, ASF's experienced teachers use multimedia to update flight instructors on changing rules, airspace requirements and teaching techniques.

AOPA's "Project Pilot II" is offering free educational and motivational resources to the nation's flight instructors and their students. More than 1,500 CFIs are already enrolled.

All Certificated Flight Instructors will receive a copy of CFI Checklist automatically each quarter. Single copies can be obtained by calling 1-800-638-3101.

BOARD...

from Page 7

posed by National CAC).

☑ Phase IV completion - The NEC approved the award of the Ira C. Eaker certificate and ribbon for completion of Phase IV. (Proposed by National CAC).

☑ COP Miniature Medal - Previous to the current cadet program leading to the Spaatz award, the old cadet program offered as its highest award the Cadet Certificate of Proficiency ribbon to those cadets earning it. Since the number of senior members who earned the COP as cadets is small there is no miniature medal for wear on the mess dress to represent earning this distinction. Due to the small quantity needed the book store felt it cost prohibitive to cast a medal for the few remaining senior members earning the COP. Lt. Col. Ted Chavez, of PACR, agreed to pay the cost of casting and manufacturing the COP medal if approved by the NEC. The NEC accepted the offer and approved the motion with the added stipulation that the first COP medal cast be given to Lt. Col. Chavez.

☑ It was recommended that CAP reinstate the distinctive Walt Disney designed "Pluto" Emergency Services patch. The NEC agreed and this patch will be optional until the current ES patch is phased out as the Bookstore stock is depleted. This patch retraces some of CAP's heritage and will eventually be included in other designs and publications.

☑ Cadet Community Service Ribbon - was approved. Design is to be decided and accomplished as soon as possible. Cadets providing 60 hours of community service, verified by a volunteer coordinator, will be eligible for this award.

☑ National CAC recognition - it was approved that members of the National Cadet Advisory Council place a gold star on the basic CAC ribbon. Active members of the National CAC will also wear a gold shoulder cord in place of the red or blue cord. (requests that senior members be allowed to wear cords of various

types were disapproved.) (Proposed by National CAC).

☑ Optional removal of cadet ribbons was approved. Cadets earning the Mitchell award, at their option, may remove the Curry through Goddard ribbons when wearing the light blue shirt/blouse. (Proposed by National CAC).

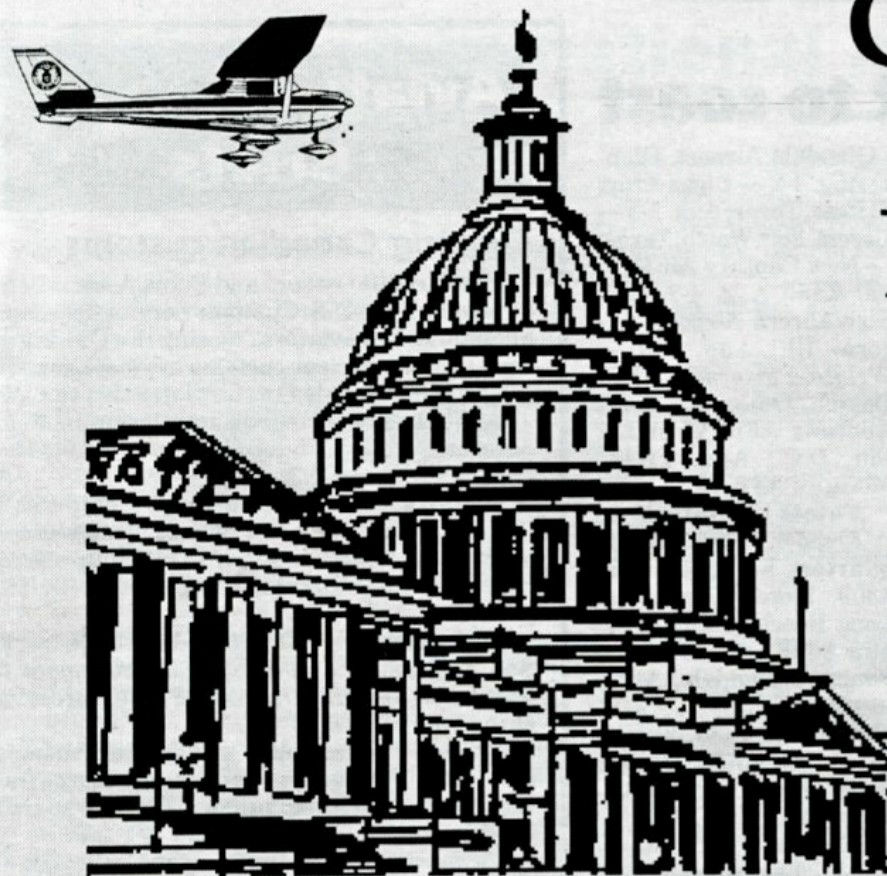
☑ The NEC approved the Orientation Pilot Ribbon to recognize orientation pilots. The award is retroactive. The basic ribbon is for 50 orientation flights with a clasp for each additional 50 flights. Design of the ribbon and order of precedence will be determined by National Headquarters. (Proposed by National CAC).

☑ Wear of USAF buttons on mess dress. This has been previously approved and includes the wear of the newer Hap Arnold buttons.

☑ National Disaster Ribbon. The NEC approved adding a "V" device to denote volunteerism to the current disaster relief ribbon for those members working a disaster of national scope. Application for the award can go back to Jan. 1, 1990, if the national commander approves the disaster as having been national in scope (e.g. Andrew, Midwest floods, Mt. St. Helen, California earthquakes, Oklahoma Bombing). Once the disaster is approved for recognition, the on-scene commander will request the award with approval by the appropriate wing/region commander. For future awards the disaster will be defined by the National Commander, and the wing or region commander will approve the award.

☑ Lastly, the NEC confirmed continuation of its policy to mirror USAF uniform changes and wear policies. For example, CAP will mirror recent AF changes on the V-neck sweater policy and scrambled eggs on the service hats and visors for majors.

General Anderson has stood down the National Uniform Committee for the remainder of his term as national commander, mirroring the actions of Air Force Chief of Staff Gen. Ronald Fogleman.



CIVIL AIR PATROL NATIONAL BOARD MEETING & EXHIBIT

Aug. 17-19, 1995
Sheraton Washington Hotel
Washington, D.C.

National Board Schedule

(Schedule subject to change)

Thursday, Aug. 17

0800 - 1700	National Board Session	Sheraton Ballroom
(Associated Activities)		
0700 - 0800	Meet and Greet Coffee	Exhibit Hall C
0700 - 1900	Exhibits Open	Exhibit Hall C
0700 - 1900	National Board Registration	A/B Registration Desk
1200 - 1700	Banquet Registration	Colorado
1300 - 1700	Cadet Advisory Council	Virginia B
1300 - 1700	Region Communication Meeting	Virginia A
1800 - 2000	No-Host Reception	Exhibit Hall C
1800 - 2000	Region Chaplains Meeting	Vermont
1300 - 1700	Spatz Association	Vermont

Friday, Aug. 18

0800 - 1200	General Assembly	Sheraton Ballroom
1300 - 1500	Nat. Cadet Program Committee	Embassy
1300 - 1500	Cadet Advisory Council	Ethan Allen
1300 - 1400	Aerospace Education Seminar	Maryland C
1300 - 1500	Cadet Program Seminar	Delaware A
1300 - 1500	Chaplain Seminar	Maryland A
1300 - 1500	Check Pilot Seminar	Virginia B
1300 - 1500	Communications Seminar	Virginia C
1300 - 1500	FECA Claims Seminar	Kansas
1300 - 1500	Finance Seminar	Maryland B
1300 - 1500	Logistics Seminar	Vermont
1300 - 1500	Personnel Seminar	Virginia A
1300 - 1500	Quality Seminar	Wisconsin
1400 - 1500	Senior Training Seminar	Maryland C
1530 - 1700	National CC's Town Meeting	Sheraton Ballroom
(Associated Activities)		
0700 - 0800	Meet and Greet Coffee	Exhibit Hall C
0700 - 0800	Interfaith Prayer Breakfast	Virginia A & B
0700 - 1900	Exhibits Open	Exhibit Hall C
0700 - 1900	National Board Registration	A/B Registration Desk
0730 - 1700	Banquet Registration	Colorado
1130 - 1300	Chief of Chaplain Luncheon	Cotillion Ballroom

Friday, Aug. 18 (Cont.)

1300 - 1500	Spatz Association	Nathan Hale
1730 - 1830	Jewish Service	Vermont
1800 - 2000	No-Host Reception	Exhibit Hall C

Saturday, Aug. 19

0800 - 1200	General Assembly	Sheraton Ballroom
1300 - 1700	Nat. Cadet Program Committee	Embassy
1300 - 1700	Cadet Advisory Council	Ethan Allen
1300 - 1500	Airborne Television Seminar	Delaware B
1300 - 1700	Chaplain Seminar	Maryland A
1300 - 1500	Computer Seminar	Virginia A
1300 - 1500	Drug Demand Reduction	Delaware A
1300 - 1400	Health Seminar	Virginia B
1300 - 1500	Legal Seminar	Kansas
1300 - 1500	Marketing & PA Seminar	Maryland C
1300 - 1500	Operations Seminar	Maryland B
1300 - 1500	Quality Seminar	Wisconsin
1500 - 1700	Counterdrug Seminar	Maryland B
1500 - 1700	Digital Communications Seminar	Virginia A
1500 - 1700	Historical Seminar	Vermont
1500 - 1700	Inspection Seminar	Thomas Paine
1500 - 1700	Legislative Liaison Seminar	Kansas
1500 - 1700	Membership Development	Delaware B
1500 - 1700	Safety Seminar	Virginia B

(Associated Activities)

0700 - 0800	Meet and Greet Coffee	Exhibit Hall C
0700 - 1600	Exhibits Open	Exhibit Hall C
0700 - 1300	National Board Registration	A/B Registration Desk
0730 - 1200	Banquet Registration	Colorado
1300 - 1700	Spatz Association	Nathan Hale
1730 - 1800	Protestant Service	Maryland C
1730 - 1830	Catholic Service	Maryland A
1800 - 1845	No-Host Reception	Sheraton Ballroom Foyer
1900 - 2300	Banquet	Sheraton Ballroom

EXHIBITOR REGISTRATION FORM

There are a limited number of exhibit booths available for the 1995 National Board Meeting. This year's rate per display is \$450. Each additional booth is \$350.

All booth spaces include a fully carpeted and draped 10' X 10' exhibit booth, 6' draped table, plus two chairs. Also included will be a 7" X 44" sign with company name, city, and state. Exhibitors also receive one **free** National Board registration, which includes evening cocktails Thursday and Friday; plus morning coffee breaks Thursday, Friday, and Saturday; and one Saturday evening banquet ticket.

Applications and payments are due July 17.

Reserve _____ exhibit space(s) for the 1995 CAP National Board Meeting & Exhibit

Booth Selection No. _____ Second Choice: _____

Date: _____

Company: _____

Phone: _____ Fax: _____

Company Representative: _____

Title: _____

Signature: _____

Cut and send form to: Peggy Prince, Exhibit Coordinator, National Headquarters CAP, Bldg. 714, 105 S. Hansell St., Maxwell AFB, AL 36112-6332

SHERATON WASHINGTON RESERVATION REQUEST

Arrival Day: _____

Arrival Date: _____

Arrival Time: _____

Departure Day: _____

Departure Date: _____

Departure Time: _____

**Check-in
time 3 p.m.**

**Check-out
time Noon**

(Circle Applicable Rate)

One Bedroom Suite

The Wardman Tower

The Center Tower

The Park Tower

1 Person

\$149.00 - \$1,900.00

\$125.00

\$90.00

\$90.00

2 Persons

\$145.00

\$90.00

\$90.00

Each Additional

\$30.00

\$30.00

\$30.00

All guest rooms have one king size bed or two double beds. There is an additional charge for roll-aways.

*Note: If rate selected is not available, next available rate will be confirmed

(Check Appropriate Box)

Bed Type Request:

One King Bed ☐

Two Double Beds ☐

Smoking Room:

No ☐ Yes ☐

Other Request: _____

Name: _____ Telephone: _____

Organization/Firm: _____

Address: _____ City: _____ State: _____ Zip: _____

Sharing Room With: _____

ADVANCE DEPOSIT: Since all reservations at the Sheraton Washington Hotel require 1 night's deposit or credit card guarantee (including 13% tax plus \$1.50 occupancy tax), I have:

(A) Enclosed a check or money order for \$ _____

(B) enclosed credit card information authorizing my reservation to be guaranteed in the amount of \$ _____

Credit Card Used: _____ American Express _____ Diners Club _____ Carte Blanche _____ MasterCard _____

_____ VISA _____ Discover _____ Credit Card Number _____ Exp. Date: _____

Print Name as it Appears on Card: _____ Signature: _____

The Sheraton Washington can only confirm your reservation request when accompanied by one night's deposit (room rate plus 13% tax and \$1.50 occupancy tax). This deposit may be made by check, money order or credit card.

Reservations received after July 17 will be on a space-available basis. Reservations subject to cancellation at 4 p.m. if not guaranteed. Failure to cancel your reservation 72 hours prior to arrival will result in 1 night's room and tax being charged to your credit card.

Cut and send form to: Sheraton Washington Hotel, 2660 Woodley Rd. at Connecticut Ave., N.W., Washington, D.C. 20008

ATTENDEE PRE-REGISTRATION FORM

Civil Air Patrol's 1995 National Board Meeting has something to offer every member. In addition to the National Board's business meeting Aug. 17, the general assembly session Aug. 18 will feature program updates from your new national staff, comments from Brig. Gen. Richard Anderson, CAP national commander, and a prominent guest speaker. General Anderson will also host a town meeting that same afternoon.

Seminars will be held Aug. 18 & 19. This year's evening banquet on Aug. 19 will feature entertainment by the U.S. Air Force High Flight combo and dance music following the banquet.

Airlift to the National Board meeting appears to be promising. Plan to attend! And look for articles in the July CAP News.

☐ Early Attendance Registration ONLY..... \$55 (postmarked by July 14)

☐ Early attendance AND Banquet Registration... \$95 (postmarked by July 14)

☐ Early Banquet Registration ONLY..... \$45 (postmarked by July 14)

☐ Late Attendance Registration ONLY..... \$65

☐ Late Attendance AND Banquet Registration... \$115

☐ Late Banquet Registration ONLY..... \$50

(Note: Cutoff date for registration at National Headquarters is July 14.)

CAPSN/SSN _____ Wing/Region _____ Grade/Rank _____

Name _____

Street _____

City _____ State _____ Zip _____

Credit Card: VISA _____ MasterCard _____ (Credit card users may fax this form to HQCAP/FM at (334) 953-4285)

Card Number _____ Expiration Date _____

Card Holder Signature _____

OFFICIAL USE ONLY: Date Rcvd _____ Check # _____ Amount _____ Rcvd by _____

Make checks payable to "NATIONAL HEADQUARTERS CIVIL AIR PATROL" and mail to HQCAP/FM, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332. To receive a full **REFUND**, cancellations must be postmarked not later than July 14, 1995. A \$15 fee will be assessed after this date. *The **banquet fee** of \$45 (\$50 late registration) represents the value of the banquet meal furnished. Under the Internal Revenue Code that amount is not deductible as a charitable contribution to CAP for federal income tax purposes.

**Submit one registration form
per person!**

Cut and send form to: HQCAP/FM, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332

Brig. Gen. Charles E. "Chuck" Yeager Aerospace Education Achievement Awards



Name	Ch. #				
Col. Dennis R. Kumm	26001	Capt. Leonard C. Pratt Jr	16019	2nd Lt. John H. Kingston	02107
Lt. Col. Charles H. Deaton	51057	Capt. Charles E. Sharp	14031	2nd Lt. Charisse D. Lyle	01098
Lt. Col. Arthur B. Lumley	36053	Capt. Chester A. Troy	08023	2nd Lt. John F. Martin	44007
Lt. Col. Michael A. Marchand	16022	Capt. Marvin O. Werline	36053	2nd Lt. Danny L. Mason	01098
Lt. Col. Fredrick Pangburn	29002	Capt. Donald L. Young	01118	2nd Lt. Helene G. O'Cain	16022
Lt. Col. Richard H. Pickens	51066	1st Lt. John K. Bryan	01098	2nd Lt. Jonathan F. Ohlund	36007
Maj. Alexander S. B. Koomen	01098	1st Lt. Thomas C. Dansby	16019	2nd Lt. Patrick D. Pierce	17056
Maj. Arlene Miozzi	29002	1st Lt. Treva M. Driscoll	01098	2nd Lt. Joe M. Prior	01098
Maj. William C. Ricker	17001	1st Lt. Donald W. Foley	01098	2nd Lt. Maryann Studer	34261
Maj. Martha H. Stuart	44007	1st Lt. Karl Hargrave	36007	2nd Lt. Anthony A. Scoggins	01118
Capt. Hoda Allen	16010	1st Lt. Kenneth J. Lemke	36053	2nd Lt. Maria T. Wascom	16010
Capt. Andrew B. Atkin	44007	1st Lt. Edwin A. Loucks	36037	2nd Lt. Keith R. Wood	02107
Capt. Deborah K. Atkin	44007	1st Lt. Mark A. Mainetti	16010	Barry J. Allen	16010
Capt. Lester G. Basham	36037	1st Lt. Michael K. McGuire	01098	Darold F. Ames	17075
Capt. Elaine Bond	29002	1st Lt. Wayne C. Shanks	34277	Tressie A. Buckheister	16012
Capt. Darryl Choy	51081	1st Lt. Harry C. Stafford	16022	Jerry A. Burton	01098
Capt. Steven M. Clary	36105	1st Lt. James L. Thompson	36037	Love B. Davis	44037
Capt. Joseph A. Condon	08023	1st Lt. Ronald E. Turner	01118	Hans D. Gray	01118
Capt. James J. Davidson II	29088	2nd Lt. Herbert E. Anderson	08023	Jack A. Huffman	02107
Capt. George H. Doersch	36001	2nd Lt. Claire E. Ayers	36003	Dareen M. Ledet	16076
Capt. Samuel I. Dolnick	02107	2nd Lt. Dianne E. Ayers	36003	Lewis S. Levin	02107
Capt. John P. Haynes	51060	2nd Lt. Orliiss W. Clevenger	01118	Scott Meyer	34197
Capt. Jennifer J. Horning	16005	2nd Lt. Ryan J. Cormier	16014	Kerrie E. Nolan	02107
Capt. Marie G. Johnson	29002	2nd Lt. Robert C. Davis	44037	Tamera Ohlund	36007
Capt. Wolfgang A. Liebe	36007	2nd Lt. Raymond A. DeForge	02107	Shawn P. Rials	16012
Capt. John F. McManus	08023	2nd Lt. Irene M. Goff	08023	Paul G. Short	36007
Capt. Sharon L. Medlock	34044	2nd Lt. Melissa D. Grider	01118	Patrick M. Yglesias	16010
		2nd Lt. Douglas A. Kerr	29097	Suellen A. Yglesias	16010



Amelia Earhart Awards

Name	Ch. #
Looper, Amy R.	03083
Willis, William S.	03083
Creswell, Brawdi L.	01113
Orricic, Russell S.	01113
Hernandez, Noe C.	04334
Carroll, Ben L.	06014
Brandyberry, Christian A.	08051
Van Helden, Christian J.	08242
Parrish, Jennifer K.	10049
Attinger, Jason T.	12218
Hartling, Jason S.	19026
Noldin, Steven D.	21016
Dyer, Stacey L.	25033
Kerekes, Hans M.	29082
Yamamoto, Kai T.	31219
Mayberry, Brian R.	39014

Name	Ch. #
Miller, Brad J.	01118
Suderno, Steven M.	04292
Reynolds, Matthew E.	04295
Hall, Andrew M.	05023
Bock, Adam R.	05173
Stiles, Brad I.	05173
Champlin, Michael E.	08028
Olson, Kyle D.	08028
Titshaw, Christopher M.	08116
Spradley, Christopher G.	08133
Raimundi, Doris M.	08243
Stadling, Jeffrey D.	08243
Leiseca, Brandon J.	08301
Murphy, Aubri B.	09109
McNamara, Ryan P.	11274
Clennon, Patrick M.	12036
Webb, Jacob E.	15050
Wascom, Damon R.	16010
Broder, Josh B.	17058
Forman, Robert M.	18089

Billy Mitchell Awards



Muller, Ryan W.	20176
Pelkola, Ryan J.	20274
Taylor, Nathanael A.	20274
MacDonald, Michael A.	21016
Ellerbrock, Kacey C.	23098
Thompson, Tim N.	23119

Luebbert, Stephen J.	26002
Moraes, Jason P.	29080
Sirois, Joseph J.	29092
Osborne, Todd G.	29058
Warne, Kelly L.	29067
Darling, Eric A.	31158
Fay, Christina A.	31388
Berg, Anthony O.	33021
Robinson, Jessica L.	34037
Palmer, Danette R.	34051
Schelle, Christopher A.	34282
Lee, Angela N.	35008
Cucchiara, James J.	37026
Momot, Peter	37214
Neiger, Steven J.	37239
Phelan, Hannah D.	37239
McDowell, Dale B.	40050
Calhoun, William J.	42007
Moses, Aaron W.	49067
Aguilar, Victor J.	52034
Barbosa, Thamaraly	52139

Grover Loening Awards

Name	Rank	Wing
Anderson Gina L.	Capt.	OR
Bronsdon Paul E	Maj.	OH
Butter Craig L	Capt.	KS
Carrison Jonathan D	Capt.	NE
Cubano Luis A	Capt.	LA
Cunningham David C	Capt.	CA
Cutbirth Patricia A	Capt.	AZ
Daigle James A	Capt.	VT
Duke William F	Capt.	MD
Ericson Edward C	Maj.	CO
Fisher Ari J	Capt.	NY
Forman Jack J	Maj.	MA
Grossman Hayyim A	Maj.	WA
Hardwick Ellen H	Maj.	DC
Holden John E	1Lt.	NJ
Jadwin Richard A	Capt.	MN
Kirkwood Robert W	Col.	RMR
Knutson Sever B	Maj.	MN
Korody Mathew D	Capt.	KS
Kostroski Russell J	Maj.	CO
Lusk Carol L	Capt.	WV
Mason Sally G	Capt.	CA
Moss Harvey A	Capt.	WI
Mucci Joseph P	Capt.	OH
Pajuelo-Schwartz, Marcel	1Lt.	CA
Phelka Eeward D	Capt.	MI
Pundsack John M	Capt.	OK
Rugar John M Jr	Capt.	NY
Russell Nadine A	Capt.	WV
Schloe Evon	Capt.	MN
Seymour John R	Capt.	CA
Sharp Charles E	Capt.	KS
Sinks Scott C	Capt.	MN
Van Ellis Clifford E	Capt.	AZ
Westphal Gary D	Capt.	LA
Wonson Richard E Jr	Capt.	FL
Wood Michael C	1Lt.	TN

Decorations

Bronze Medal of Valor

Capt. Jerome F. Karels, Minnesota Wing
1Lt. Theodore McLaughlin, Vermont Wing

Distinguished Service Medal

Col. Charles H. Tollett, Kansas Wing
Lt. Col. Alice F. Noble, Great Lakes Region
Col. Roy P. Gibbens, Mississippi Wing
Col. Merle V. Starr, Washington Wing

Military Outstanding Volunteer

Service Medal

Capt. Wes Hedges, New York Wing

Meritorious Service Award

Chaplain (Lt. Col.) Ron Tottingham, North Central Region

Unit Citation Award

Clay Memorial Cadet Squadron,
Georgia Wing

South Coast Cadet Squadron,
Oregon Wing

Gateway Senior Squadron,
Missouri Wing

Wentzville Composite Squadron,
Missouri Wing

Misawa Cadet Squadron,
Misawa AB, Japan

Cadet of the Year Award

Matthew Mainieri, Vermont Wing
Patrick Harriman, Vermont Wing



Paul E. Garber Awards

Name	Rank	Wing
Bolin, Tresa S	Maj.	TX
Emmel, Bruce H	Maj.	ND
Franklin, Stephen A	Maj.	AK
Frost, Lyle F	Maj.	ND
Graf, Charles B	Maj.	MN
Grossman, Hayyim A	Maj.	WA
Hamm, Richard S	Maj.	PA
Holmes, Stanley C	Capt.	AZ
Jacques, Allen C Jr	1Lt.	VA
Kirkwood, Robert W	Col.	RMR
Marek, John J	Lt. Col.	NY
Mason, Sally G	Capt.	CA
Pundsack, John M	Capt.	OK
Rapp, Robert J	Maj.	GA
Reed Gary L	Capt.	DE
Robinson, Lynda C	Maj.	UT
Schnabler, Ernestur S	Capt.	WA
Wolfe, Carlton M	Maj.	AL



Gill Robb Wilson Awards

Name	Rank	Wing
Battles Fred C	Lt Col	WV
Burks Jerry Y	Major	TX
Dalton Bernard E	Col	WV
Fullerton Michael J	Major	AK
Giacoletti Penelope	Lt Col	AZ
Kirkwood Robert W	Col	RMR
Lazarus Monte	Major	FL
Wojtowicz Diane L	Lt Col	NY

Congratulations!

Reporting the accomplishments of CAP members worldwide

Northeast Region

Massachusetts — Col. Thomas DiMilla, Massachusetts Wing commander, had the privilege of announcing that the **Essex County Composite Squadron** had been selected as the Massachusetts Wing CAP Squadron of the Year.

The colonel also had the pleasure of presenting the award jointly to the squadron's former commander, **Maj. Donald Desfosse**, and present commander, **1Lt. Paul F. Watterson**, during the wing's annual conference in April.

Criteria used in the selection of squadron of the year include squadron membership and retention, squadron recruiting activities and success, cadet achievements, cadet encampment attendance and cadet orientation flight completion during the calendar year.

Massachusetts — Maj. Donald Desfosse, a recent addition to the Massachusetts Wing's headquarters staff as director of Senior Programs, was selected as the

Massachusetts Wing CAP Senior Member of the Year and Squadron Commander of the Year.

Col. Thomas DiMilla, Massachusetts wing commander, presented Major Desfosse his plaques commemorating both achievements during the wing's April annual conference in April.

A resident of Westford, Mass., Major Desfosse first joined CAP in 1988 and earned his present grade in October 1994. He holds a master rating in communications. He has completed Squadron Leadership, Corporate Learning Course, ECI Officer

Candidate School, Northeast Region Staff College and is emergency services qualified as a mission coordinator, air operations director, ground operations director and mission pilot with more than 200 sorties.

Major Desfosse has earned three Meritorious Service Awards, nine Commander's Commendations, the Chuck Yeager Award, Grover Loening Award, Paul E. Garber Award, Communicator of the Year Award (Rhode Island), Senior Member of Distinction (Massachusetts), as well as numerous training and emergency services awards.

Major Desfosse served as deputy commander for cadets in the **102nd Composite Squad-**



Left to right, 1Lt. Paul F. Watterson, Col. Thomas DiMilla and Maj. Donald Desfosse from the Massachusetts Wing.

ron, Rhode Island Wing, and deputy commander for Group I, **Massachusetts Wing**, before taking the position of **Essex County Composite Squadron** commander in 1993.

Holding an instrument-rated commercial pilot's license and certified flight instructor-instrument (CFII), Major Desfosse is a qualified CAP pilot and CAP check pilot. His many sorties include search and rescue missions, cadet orientation flights, ELT search, and ROTC/CAP cadet flights.

New Jersey — The Lone Eagle Squadron planned and executed an interesting trip to the NASA Research Center at Wallops Island, Va. The facility is located approximately 180 miles from the squadron.

Captain Ospina, squadron commander, indicated the trip objective was to obtain aerospace material for squadron classes.

The center contains a large collection of videos, slides, pictures, and aerospace materials.

The squadron enlisted the help of five members who own aircraft plus the use of two CAP aircraft.

An excellent camaraderie resulted from the experience in which seven airplanes participated (known as the "Magnificent Seven"). Twenty people joined the activity.

The extremely live radio transmissions during our flight, the friendly and courteous NASA employees, excellent Navy dining facilities adjacent to NASA, and beautiful weather made this activity one to remember for a long time.

The squadron appreciated the help provided by **Col. G. T. Redfern** and **Col. R. McCrum**, who helped coordinated with National Headquarters CAP and the U.S. Navy.

Jack Elliot, editor of *Wings Over New Jersey*, published the story of the squadron's trip the following day in the Sunday Star-Ledger.

New Jersey — Cadet A1C Jennifer Principé, of the **Jack Schweiker Composite Squadron**, has reported to the U.S. Air Force Academy to join the Class of 1999.

Cadet Principé is the third cadet in six years from the squadron to attend a service academy.

New Jersey — Lt. Col. Harold Thorp, encampment commander, held the first of five staff meetings this spring. This is Colonel Thorp's seventh year as encampment commander.

There are 20 cadets on the command & support staff this year. They are: **Maj. Joseph Neikirk**, commander, **Capt. Samuel Morgan**, deputy commander, **Capt. Jessica Kratz**, operations officer; **First Squadron — 2Lt. Chris Rozansky**, commander, **CMSgt. Eric Johnston**, operations officer, **SSgt. Michael Kane**, first sergeant; **Second Squadron — Capt. Michael Cavey**, commander, **CMSgt. Cheryl Blonski**, operations officer, and **MSgt. Heather Thomas**, first sergeant; and **2Lt. Richard Webb**, commander, **Alpha Flight, FO Philip Picazio**, commander, **Bravo Flight, FO Scott Bruck**, commander, **Charlie Flight, FO Todd Osborne**, commander, **Delta Flight, MSgt. Kristine Tobias**, aide de camp, **SSgt. Dean Woeller**, and **Sgts. Kathryn MacQueen and Brian**

LaBarre, logistics support, **2Lt. Jason Gleason**, medical assistant, and **A1C Marsha Benowitz**, cadet public affairs officer.

The wing's Encampment '95 shows a return of many senior staff from last year and some first timers with **1Lt. Stacey Zimmermann**, operations and finance officer, **Maj. Mark Mulhern**, commandant of cadets, **Capt. Marie Johnson**, medical officer, **Maj. Arlene Miozzi** and **1Lt. Kevin Chase**, tactical officers, **Chaplain John Lupoli**, **Capt. Charles Seiferman**, logistics officer, **Capt. Rolene Lupoli**, public affairs officer.

This year the **New Jersey Wing** encampment will be held in August.

New Jersey — Capt. Andy Schwartz, an Air Force liaison officer assigned to the **Lone Eagle Squadron**, arranged an aerospace class at Stewart AFB, N.Y.

Capt. Raphael Ospina, squadron commander, requested the assistance of the squadron's pilots to fly the cadets in five aircraft. The activity not only became an aerospace class, but also a long-range flight orientation class.

The cadets received facility tours at both bases. They visited a jet engine shop, electronics repair facility, sheet metal shop, survival shop, and walked through a C-5 Galaxy.

New York — The Genesee Valley Chapter #308 of the Air Force Association held its annual awards banquet in May. Every year the AFA chapter, headed by **Kenneth Beaman**, presents an award to the year's outstanding CAP and Air Force ROTC cadets.

This year's award recipients were CAP Cadet **2Lt. Alan M. Calhoun** CAP and Air Force ROTC Cadet **Col. Omar A. Vikin**. Each of the cadets received a plaque and a \$100 U.S. Savings Bond.

Lieutenant Calhoun is a member of the **Batavia Composite Squadron** and is currently serving in the squadron as leadership officer, assistant communications officer, and assistant logistics officer. He has also been appointed the **Finger Lakes Group** representative to the Cadet Advisory Council, **New York Wing**.

Lieutenant Calhoun lives in Pavilion, N.Y., and is currently a junior at Pavilion High School.

Cadet Colonel Vikin is a member of Detachment 538 at the Rochester Institute of Technology and is currently serving as cadet group commander. He will graduate from

RIT later this month with a bachelor's degree in industrial engineering.

Cadet Colonel Vikin will be commissioned as a second lieutenant in the Air Force in May. He and his wife, Larisa, are originally from Corning, N.Y.

Middle East Region

Middle East Region — More than 250 members of the Middle East Region took part in a weekend search and rescue training program at Fort Pickett, Va., recently.

The training mission was coordinated by both CAP and Air Force personnel.

Extensive training was completed by more than 150 members who were seeking qualifications in their field of service to the organization, either in ground team search and rescue, or air search and rescue procedures.

Eighteen corporate aircraft were available for aircrew members working toward becoming mission qualified as a pilot, scanner or observer.

There were three types of air search mission training scenarios for aircrew members, with each member having an option to train in more than one area.

Visual grid searches, vectoring sorties and emergency locator transmitter searches gave air crew members the opportunity to become more proficient. Also, at least 12 corporate ground vehicles from throughout the region were available for use during the weekend training.

One "out-of-the ordinary" event held during the training session was a presentation by **Buzz McKenzie**, of the North Carolina SAR Dog Association. The dog and his trainer were transported to Virginia by a **North Carolina Wing** aircraft piloted by **Bruce Ponder**, **Asheville Composite Squadron**.

The frequent takeoffs and landings of a Black Hawk medivac helicopter thrilled members of the ground SAR classes for several hours. The aircraft was assigned to Fort Bragg, N.C., and was assisting with Fort Pickett training activities.

The hulk of a Coast Guard helicopter was airlifted into the search area around Fort Pickett and used as a target for air search teams. **Maj. Dan McFadden**, a Virginia Air Force Reservist, was responsible for coordinating the arrangements for airlifting the wreckage in and out of the search area.

Another added feature to this "SAR college" was a presentation by the **Maryland Wing Honor Cadet Drill Team**. Members watched in amazement as these young people put on a perfect performance.

Middle East Region personnel from seven states took part in



In Search Of ...

CAP UNIT AND SPECIAL ACTIVITIES PATCHES: Need CAP unit and special activities patches to be part of the CAP display each May at the Andrews AFB, Md., Armed Forces Day Open House. The two-day open house is the nation's largest and attracts more than 900,000 people. Be sure your unit is represented! For more details, please call Lt. Col. A. William Schell Jr. at (410) 273-6610 or write to Colonel Schell at 403 Grayslake Way, Aberdeen, Md. 21001.

INFORMATION ON WILLA BERNICE BROWN: Need information on Willa Bernice Brown, the first Afro-American 1st Lieutenant in CAP, for a special report. Write to Virginia VanHoose, 3105 Seymore St., Kennard, Cable, Ohio 43009.

FORMER CADETS WITH OLD STYLE "PLASTIC" CADET RIBBONS AND METAL "CAP" NAME PLATES: In search of former cadets who have old style "plastic" cadet ribbons and metal CAP name plates (particularly the IACE, Goddard and Wright Brothers ribbons or name plate). Contact Maj. Jayson Altieri, at (919) 876-7536 or write to 4717A Walden Pond, Raleigh, N.C. 27604.

In search of a friend, special item or information? Write to In Search Of ... and have your request published in the Civil Air Patrol News. Mail request to: In Search Of ..., Editor, CAP News, 105 S. Hansell Ave., Bldg. 714, Maxwell AFB, AL 36112.

Coast to Coast

both the learning and training phases. MER is made up of South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware and Washington, D.C. The CAP portion of the training program was directed by **Maj. Andy Veronis**, a region staff member.

Virginia — Members of the **Burke Composite Squadron** recently visited the West Wing of the White House and the Old Executive Office Building.



Cadet TSgt. Cory Cilia in the White House press room.

The members were given a tour by Squadron Commander **Lt. Col. Wendy Webster**, a former White House staff member.

In the West Wing, the visitors were able to see the Oval Office, Roosevelt Room, Rose Garden and press briefing room. They also were able to see many

historic rooms in the old Executive Office Building, next door to the White House.

Virginia — Cadet **Pete Pradhan**, of the **Fredericksburg Composite Squadron**, accepted an appointment to the U.S. Air Force Academy Prep School.

Since joining CAP in 1991, Cadet Pradhan has become a solo pilot and risen to the rank of cadet first lieutenant. He is a member of the Virginia Wing Vanguard team and an Eagle Scout.

Cadet Pradhan has maintained a 3.3 grade average at North Stafford High School, where he is a member of the Key Club, Young Republicans and captain of the debate team.

Southeast Region

Florida — The **Patrick Composite Squadron**, based at Patrick AFB, Fla., held its annual Family Day celebration at the Survival Area.

In addition, the Squadron recognized 18 individual personnel from various active duty and reserve squadrons at Patrick AFB for their participation in training CAP cadets in areas such as emergency services,

search and rescue, and aerospace education.

Additionally, the unit presented a plaque to **Col. Patrick Carr**, Patrick AFB's vice wing commander, in recognition of the positive attitude toward the CAP mission by all personnel.

In his remarks, Colonel Carr said the base is fortunate to have such a dedicated CAP group and noted CAP had helped the local community while assisting in many base activities.

The cadets joined forces with the base security police for parking and crowd control during the base's recent air show, assisted the officers' wives club during their annual craft fair, provided honor guards at base activities and various other individual squadron and group activities.

The event was attended by more than 130 people including the parents of cadets.

Cpt. Meda Allen and **Lt. Martell**, CAP, who are primarily

involved with the Cadet Program, said that it was the squadron's way of saying thanks for the help and showing the families of the Cadets that the Air Force really

senior-member training.

The squadron also had outstanding performances in Squadron Leadership School, Corporate Learning Courses,



Members of Georgia's 1994 Squadron of the Year — Peachtree City-Falcon Field Composite Squadron.

cares about "its cadets".

Georgia — At the recent Annual **Georgia Wing** banquet, the **Peachtree City-Falcon Field Composite Squadron** was awarded the 1994 Squadron of the Year Award.

The **Peachtree City-Falcon Field Composite Squadron** showed outstanding performance in 1994 in the areas of cadet and

and the cadet program — sending 6 cadets to the Air Force Academy encampment and five to the Georgia Wing encampment.

The number of cadet orientation flights and cadet honors also reflected the interest and desire by the cadets for advancement in the aerospace field.

During the summer floods, the



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REPELLING GLOVES. Heavy weight leather for tactical rope operations. Reinforced double palm reduces heat and provides extra protection to the hands. GI issue cream sizes from X-SMALL to X-LARGE. PMI black sizes from SMALL to X-LARGE.
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BATH SET. Two OD 22x42" bath towels and two 12x12" wash cloths. They are military contract "rejects". Great for summer camps. New, thin and fast drying. Leave mom's towels at home. **CAP722AF \$4.95**

FOOT POWDER, GI ISSUE. Cools, dries and protects feet. 2.5oz. OD plastic bottle with shaker cap. **CAP676CB \$1.75**

TRAIL TENT, 2 PERSON. Blue nylon taffeta with waterproof polyurethane coating. Flame retardant. Meets CPA1-84 specifications. "T" style zippered mesh door and window with flaps. 1000 Denier rip-stop waterproof poly easy to clean 5x7' floor. 3" Three section alum. pole, stakes, ropes and storage bag. 3lbs **CAP750TAB \$23.95**



WALL TENT, 3 PERSON. Same as 2 person tent but with a 12" wall around tent base. 20x68" Rear window and a larger 7'x7' floor with a 4' ceiling. **CAP750TAV \$29.95**

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Blanket, OD wool 66X84" CAP758EAT \$12.50

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Sweater, GI Issue 5 button pullover. 100% wool OD.
CAP740 SAA-sm, SAB-med, SAC-lg, SAD-xlg. \$12.50

SEWING KIT, GI ISSUE. 20 asst. dress and utility buttons in seven sizes of OD, black and white. 22 Safety pins and needles. 138' of thread in four colors. Seam cutter. Great for camp. **CAP670AA \$6.50**

LENSATIC COMPASS. Current military. W/nylon lanyard. Induction dampened needle stops in 6 seconds. Hinged metal case. Magnified lens in sighting bracket for dial reading. Dial graduated in degrees and in mills. Compass has a ruled scale to plot a course. With tritium dial. Can be used in "TOTAL DARKNESS" with out a light source. **CAP642AAA \$64.95**

LENSATIC COMPASS, IMPORT. Engineer style in a plastic case. **CAP642AB \$4.95**

COMPASS, POLARIS TYPE 7. The most popular compass in general use. Excellent value for schools and scouts, needing superior performance at a low price. Base plate has inch and millimeter scales, dial graduated in 2 degree increments. 2x3" 1oz **CAP642CB \$7.95**

EYEGLASS RETAINER. Blue nylon blend tube styles with white nylon adjusting bead. "CIVIL AIR PATROL" printed on one side and "CAP" on the other. For medium to standard size frames. **CAP722ERB \$2.50**

EYEGLASS RETAINER. You will really stand out with these bright colors. Nylon blend tube style. For metal and wire frames. **CAP722ERC \$3.95**

"HAWK MOUNTAIN" FIRST AID KIT, INDIVIDUAL. GI STYLE. 43 items in an OD belt pouch. Good selection including: 2x2's, band-aids, tylenol, lip balm, cough drops, sunburn prevention and, moleskin kit, 2pr latex gloves. **CAP676ACH \$12.95**

MIRROR, EMERGENCY SIGNALING. W/grid & operating instructions painted on back and padded case.

GI ISSUE 2x3" CAP636AA \$9.95

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WHISTLE. Polystyrene wide mouth with lanyard. GI ISSUE, OD. **CAP664AAA \$1.00**

WHISTLE, BRASS. Chrome plated wide mouth import w/chain. **CAP664B \$1.50**

BOOT LACES. 100% nylon, 72" w/sealed ends. **CAP720AA blk \$1.00**
CAP720AC white \$1.00

SHOE SHINE KIT. Excellent kit from KIWI. Contains two 1.125oz Cans of black polish, one 7" soft buff brush, one 1.5" handled tight area brush, one finish cloth. Zippered carry bag. **CAP720AF \$7.95**

'REPEL 100' Maximum strength insect repellent. Repel Lyme ticks. Contains 100% N, N-DIETHYL-META, 95% TOLUAMIDE and 5% other isomers. Ground teams, "DON'T LEAVE HOME WITHOUT IT!!!!" **CAP676CKC \$3.95**

PARACHUTE CORD. 550# TEST, 3/16", 100'. US government issue nylon braided sheath with seven inner strands. Use for all types of emergency and survival including, fishing and sewing, etc. Rot and mildew resistant. **CAP667BDA WHITE CAP667BDD RED \$3.95**
CAP667BDE BLACK CAP667BDC OD \$4.95

RANGER WEBBING. 1" tubular nylon. Spiral weave for 'SWISS SEATS'. MIL-SPEC TYPE MIL-W-5625. Approximately 4000# test strength. PMI MODEL NR 060101 orange. 1" Wide, 14' long with 'HOT CUT' fused ends. **CAP660EE \$6.95**

MEAL-READY-TO-EAT (MRE) CURRENT MILITARY. Keep handy for back packing, search missions, special activities & emergency situations. 6 Different meals consisting of 8oz entree, vegetable /fruit, candy, cookie /cake, cheese spread, peanut butter or jelly, cocoa or fruit drink mix and crackers. Each meal has an accessory packet of coffee /cream /sugar /salt /matches /gum /toilet tissue & spoon. Ham & potatoes, cooked beef, chicken ala king, beef stew, diced turkey & bbq meatballs are examples of different entrees. **GOOD 'HOT OR COLD.' CAP585AC (PER MEAL) \$4.75**

MRE HEATER NEW US MILITARY ISSUE. Consists of a 5.75x14" Plastic bag with a 4.5x5.5" flat chemical pack which activates with 1.5oz Of water. Will heat any entree in 10-15 minutes. Can be used to thaw a frozen entree. 12 Heaters per pack with each heater weighing 1oz. NSN 6970-01-321-9153 **CAP625AAA \$5.95**

POCKET KNIFE, GI ISSUE. 4 blade all stainless steel. Can & bottle opener with screwdriver and 2.5" Blade. Belt hook. 3.5", 3oz **CAP648PK \$9.95**



TREE HOOK. The safe and easy way to hang gear. The 60" all-weather fabric belt with nylon quick release buckle won't harm trees. 6 Nylon moveable hooks which attach easily and slide to desired spacing. Each hook holds up to 15 lbs. Adjustable to different size trees, posts, etc. Great camping companion. **CAP720THC \$4.95**

squadron assisted in disaster relief — receiving the Humanitarian Award from the Georgia National Guard and Governor Zell Miller.

Southwest Region

New Mexico — Cadet Flight Officer Michael Lawson, of the Falcon Composite Squadron, was recently honored, along with other members of local high school ROTC units and the University of New Mexico Army and Air Force ROTC units.

These outstanding cadets received Certificates of Appreciation from Congressman Steven Schiff, the U.S. Air Force and Greater Albuquerque Chamber of Commerce.

Cadet Lawson is a junior at Hope Christian High School and hopes to start a career in medicine at UNM. He joined the Falcon squadron three years ago and has risen steadily through the cadet ranks.

His parents, Donald and Judy, are senior members of the squadron.

Oklahoma — Lt. Col. Oral Glen Sizemore retired from Civil Air Patrol in May.

Colonel Sizemore had been a member since he was assigned as reserve assistance coordinator.

He began his connection to the military in the U.S. Army in 1945. He was also a member of the Oklahoma National Guard and U.S. Army Reserve. He retired from the Reserves in 1984 and was awarded the Air Force Commendation Medal for support of CAP in 1981.

The colonel has had an extensive career in the field of education, from junior high level to Northeastern State University at Tahlequah.

At his retirement, he was deputy commander for seniors of the Muskogee Composite Squadron. Prior to that he founded and was responsible for the Tahlequah Cadet Squadron for 17 years and served as squadron commander for nine years.

Colonel Sizemore says he still intends to pay dues and be useful whenever needed, but will not be as active as in the past, only missed about 12 regular meetings in all his CAP career.

Texas — Members from The Big Bend Composite Squadron of Alpine and the Comanche Springs Flight of Fort Stockton hosted a Mountain Flying Clinic for members of the Texas Wing in April.

Sixty-one senior members and five cadets from across the state of Texas flew or drove to Fort Stockton to take part in the training program. There were 14

Texas Wing corporate aircraft — Cessna 172s and Cessna 182s — flown in to train pilots in mountainous terrain flying.

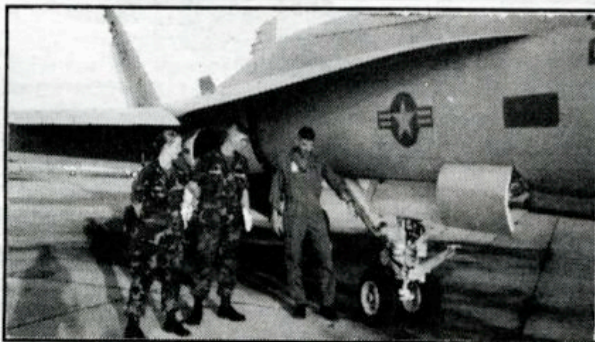
The main focus of the training program was safety in and around aircraft. The safety officer for the practice mission was Capt. Fred Prano, commander of the Comanche Springs Flight.

Maj. Bobbie Daniels, commander of the Big Bend Composite Squadron, was the mission coordinator for the training program with over 25 flights flown in the mountains around Alpine and Marfa to train mission pilots in mountain flying. There were also five cadets from the Eagle Mountain Composite Squadron in Azle being trained by Maj. Carol Delaney on safe



2Lt. Don Lawson, 1Lt. Judy Lawson, and Cadet Flight Officer Michael Lawson from the New Mexico Wing.

Squadron in Azle being trained by Maj. Carol Delaney on safe



1Lt. David Berke, a Marine Corps FA-18 pilot and former CAP cadet, answers questions about fighter from Cadet Katie Boyle and Cadet TSgt. Gene Bastnagel, both from the Santiago Composite Squadron.

flightline operations.

Communications training was conducted by 1Lt. Joe Detiveaux, Group 16 communications officer. Capt. Linda Yeager, commander of the Marauder Composite Squadron of Kingwood used the new computer administration program with the help of Lt. Col. Lloyd Delaney, commander of the Eagle Composite Squadron.

Texas — The Odessa Composite Squadron hosted the annual Group 16 Awards Banquet in April. Ten cadets and 40 senior members from squadrons in Group 16 and across the state attended the banquet to recognize outstanding members and the squadron of the year.

Group 16 includes squadrons in Abilene, Alpine, El Paso, Fort Stockton, Lamesa, Midland, Odessa, and San Angelo.

Col. Tom Todd, Southwest Region commander, introduced the special guests, including Col. Dottie Warren, past Southwest Region vice commander, Maj. Lynn Owen, Texas Wing assistant director of Operations, and featured speaker Col. Orlan Scott, Texas Wing commander.

1Lt. Victoria Detiveaux of Odessa received the award for Communicator of the Year and

for Female Senior Member of the Year. Lt. Col. Daniel Secker of Midland received the Male Senior Member of the Year and Cadet Kenneth Brian Fedor of San Angelo received the Cadet of the Year award. The Squadron of the Year award went to the Midland Composite Squadron — commanded by Lt. Col. James R. McMichael.

The recipients of these awards will be considered for the Texas Wing awards which will be given out at the Wing Conference September.

Pacific Region

California — Twenty-five fortunate cadets from the Santiago Composite Squadron and Beach Cities Cadet Squadron gained firsthand knowledge of the FA-18 Hornet .. from the cockpit of a Hornet flight simulator.

Thanks to former CAP cadet now U.S. Marine 1Lt. David Berke based at the Marine Corps Air Station El Toro, the cadets experienced an orientation they won't soon forget.

Lieutenant Berke, formerly a cadet with the Santiago Composite Squadron, started with a tour of his

squadron's FA-18s. Each cadet had a chance to climb up alongside the aircraft cockpit.

The cadets then went to the high security Operations Training Center, home of the FA-18 flight simulator. Each cadet spent time in the cockpit, facing off against an opposing jet driven by Lieutenant Berke.

California — Northern

California squadrons converged on Reid Hillview Airport, to take part in an earthquake preparedness exercise in May.

Under the scenario practiced, an earthquake centered in the East Bay caused damage to buildings and infrastructure from Fremont to San Leandro.

The day began with a discussion of emergency management principles, by Lt. Col. Bob Fields, California Wing.

Colonel Fields is also the emergency services manager of the Santa Clara Office of Emergency Services.

Volunteers responded to requests for emergency services from the Santa Clara and Alameda counties OES.

CAP aircrews flew aerial surveys to assess damage to bridges and water supplies, and transported medical teams and emergency radio equipment for the Red Cross and OES.

A radiological medical team was flown to eastern Alameda County in response to a simulated radioactive materials spill.

According to Mission Coordinator Lt. Col. Don Towse, San Jose Squadron 80, the exercise showed that disaster relief volunteers have the ability to provide a coordinated and timely response to a disaster should one occur.

Squadrons from Marin Sq. 4 to Monterey Sq. 60 joined the Red Cross and the Santa Clara and Alameda Sheriffs offices in the exercise.

Alaska — Lt. Col. Doug Stark, director of Administration and Senior Programs for the Alaska Wing, recently presented Gen. Ronald R. Fogleman, Air Force chief of staff, with a certificate of welcome from the governor of Alaska and mayor of Anchorage.

General Fogleman attended

the Anchorage Air Force Association chapter meeting there. Colonel Stark is the chapter's president.

North Central Region

Minnesota — The Minnesota Wing conducted its annual search and rescue exercise at



Cadets participate in a dry river crossing during the Minnesota Wing's annual search and rescue exercise in May.

the Willmar Municipal Airport in May.

Training included a search for a downed aircraft between Sioux Falls, S.D., and Duluth, Minn.

Cadets and seniors from several squadrons throughout the state participated.

Ground training included a demonstration of dry river crossing procedures by Capt. Steven Niederlof, deputy commander of cadets, North Hennepin Squadron.

Wing pilots were also provided the opportunity to fly much needed CAPF 5 check rides.

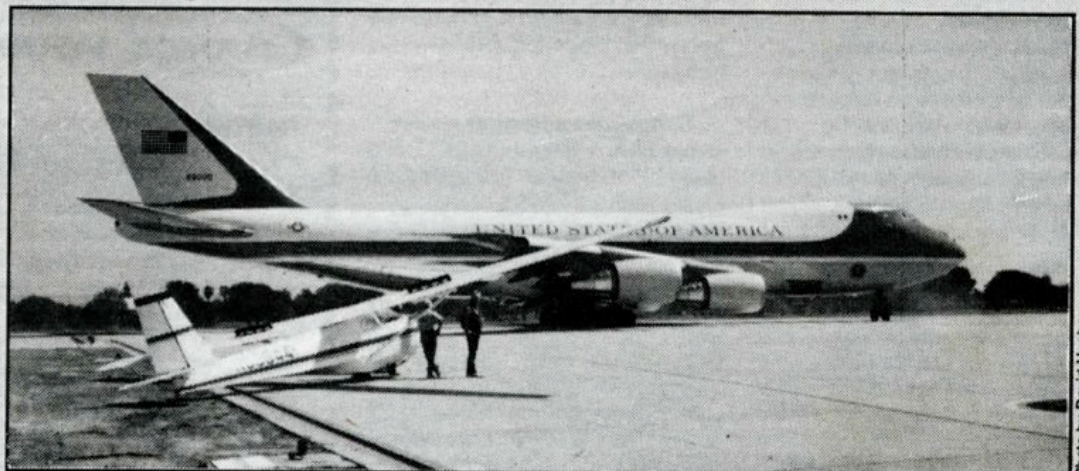
Great Lakes Region

Ohio — Local media representatives were anxious to return to the scene of a recent RED CAP and compare an actual mission with an Ohio Wing practice search and rescue.

Mission base on both occasions was Bolton Air Field in southwest Columbus. Scenarios for both missions were similar.

More than 70 cadets and senior members participated

Waiting for a real tow?



An aircrew from CAP Squadron 41, Los Alamitos, Calif., waits for the squadron's C-182 tow plane as Air Force One taxis out to the end of the Los Alamitos Army Air Field runway and prepares for takeoff. The squadron trains cadets to fly gliders year-round at the air field.

Photo by David Hughes

each day in the weekend practice.

Hosted by **Group VIII**, this practice was described by one guest as "the best organized mission base I've seen in several years."

Although the weather frequently vacillated between VFR-IFR conditions, 32 air sorties were launched and numerous ground team sorties deployed.

Media representatives interviewed and filmed several members who had participated in the RED CAP and had returned to practice and refresh their skills.

With the assistance of **Col. Jacqueline Hartigan, Ohio Wing** commander, approval was obtained for television reporters and cameramen to participate in the simulated air and ground searches. Reports were aired on prime time by three Columbus TV stations.

Mission Coordinator **Maj. Jerry Pearsall** said, "Overall, a great deal of valuable training was accomplished. In spite of the weather, I would deem this mission successful in meeting."

Michigan — The Bay City Cadet Squadron #20261 held a spaghetti dinner recently to raise funds for unit activities.

News of the event was publicized in the local media. A support group made up of cadet's parents were pivotal in setting up the all-you-can-eat fund-raiser.

Ohio — Independence Elementary School in Butler

an idea and the students responded with great questions," said Colonel Keenan.

Ohio — Two years ago a Cleveland bishop called the **Ohio Wing** to ask for assistance in organizing some 100 people who expressed an interest in joining CAP.

This group of faithful people received their unit charter in 1994 and became known as the **Cushite Composite Squadron #407**.

The founder and organizer for the new unit was **Chaplain (Capt.) J. Delano Ellis II**. Chaplain Ellis was introduced to CAP as a teen, in Philadelphia and from that experience Chaplain Ellis remembered the positive influence of the organization and worked to "return the favor."

The squadron was organized to give inner-city, underprivileged kids a chance for excellence. In planning the unit, some 30 adults gathered from every walk of life within the community. Doctors, attorneys, educators, clerics, law enforcement personnel, housewives, ex-military, laborers and the retired now make up the senior squadron.

These seniors also became the benefactors for the unit. Each one gave and solicited from businesses, churches and individuals who wanted to see change.

Since the charter ceremony, the squadron has enjoyed unusual growth. The unit is numbering and processing some 150 members (seniors and cadets) and expects to reach the 200 mark before summer's end.

The strength of the unit is found in its demand on the young people to better themselves. Parents have come and reported their children's grades are improving at an alarming rate.

Most of the cadets who applied for membership, could not afford the registration fees or their uniforms. The chaplain's parish provided the money to cover these initial costs, provided the children began to behave at home, on the streets and in

school.

The newly appointed unit commander, **1Lt. Wesley Weeden**, has led the squadron in the direction which leads to productive behavior.

Great Lakes Region — The **Great Lakes Region Staff College** was held in May at Youngstown Air Reserve Base. More than 40 chaplains from a nine-state area attended the week-long training.

This marks the first year that Youngstown hosted the college, which had previously been held at Grissom AFB in central Indiana. Youngstown is slated to become the college's permanent home.

The Rev. C. Michael Levelle, pastor of the Lakeview Assembly of God Church at Lake Milton, was appointed the new director of the chaplains staff college.

A group picture of the chaplains who recently attended the **Great Lakes Region Chaplains Staff College** at Youngstown Air Reserve Base May 15-18. The four-day staff college, held at Youngstown for the first time, featured noted author, psychologist and cleric **Dr. Richard D. Dobbins** as a guest speaker.



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EIGHT REGION DIRECTORS OF AEROSPACE EDUCATION POSITIONS

Eight Liaison Region Directors of Aerospace Education (Pacific Region, McClellan AFB, Calif.; Rocky Mountain Region, Denver; Southeast Region, Maxwell AFB, Ala.; Great Lakes Region, Wright Patterson AFB, Ohio; Middle East Region, Andrews AFB, Md.; Northeast Region, McGuire AFB, N.J.; North Central Region, Minneapolis; and Southwest Region, Dallas). Will direct Civil Air Patrol's Aerospace Education regional programs, both internal (CAP cadets and senior members) and external (for the general public). Must be able to interface with aerospace, education, business and industry leaders and organizations. A bachelor's degree in education is required and; master's degree desired. Experience as a teacher or administrator in the public school system is a plus. Knowledge and experience in CAP's aerospace education program, civilian aerospace programs and/or military education programs are desired. Travel is required for each position. Please submit resumes and salary requirements to:

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Capt. Sharon Medlock & Col. David Keenan

County had a special visitor in April — **Lt. Col. David Keenan**, assigned to the **Great Lakes Liaison Region**.

The visit was arranged by **Joan Elliott**, the liaison region's director of aerospace education, in response to a request by **Capt. Sharon Medlock**, the external aerospace education officer with **Group 1** and a library-media specialist at the school.

The purpose of the visit was to compliment the school's vehicle day as part of their Career Week. Colonel Keenan's presentation focused on an Air Force pilot's typical day.

The colonel discussed the various types of aircraft which he had piloted, including the KC-135 and Cessna 172.

"All I had to do was throw out

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